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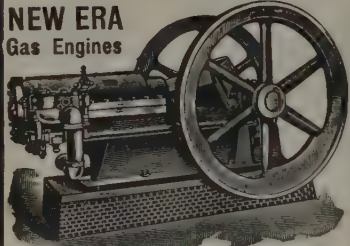
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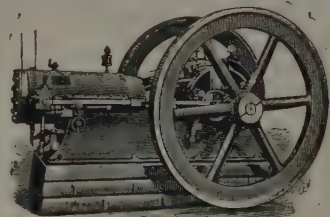
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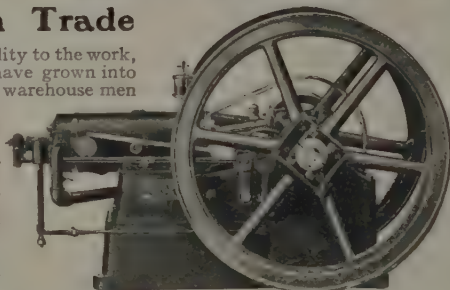
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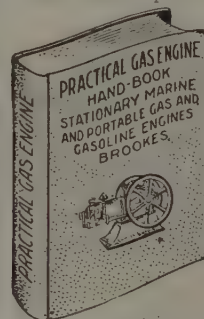
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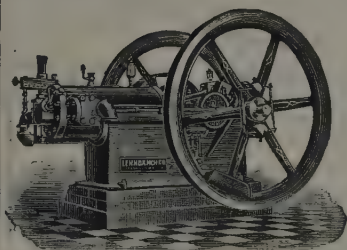
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Copper oxide batteries have a capacity of work per unit weight greater than that of any other type, either primary or secondary. Edison Batteries are the most improved type of copper oxide batteries.

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All sizes; any grade fuel.
The Elevator and Grain trade our specialty.
The Witte represents the highest perfection in accuracy and mechanical workmanship.
All valves vertical and self-seating.
Bonzonized Bronze Bearings.
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Prompt Deliveries Complete Equipments.
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Bristol, N. H., 4-1-07.

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FAIRBANKS-MORSE Gas, Gasoline, Kerosene or Alcohol ENGINES

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By using them one man can often run the whole elevator.

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Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.
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That Purified Grain is demanded by the Eastern Trade;
That the largest oats handlers in the world are purifying them by the millions of bushels every week.

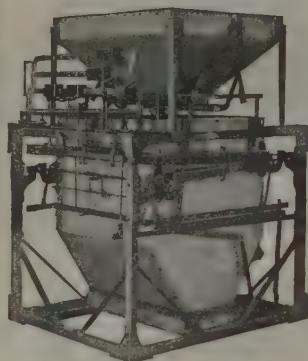
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U. S. GRAIN PURIFIER CO.
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Occupies little space	Price is satisfactory
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We mean this and we want to prove it to you

Write for Catalog F and details
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RICHARDSON'S Country Elevator SCALE



AUTOMATICALLY Weighs and Registers every ounce of Grain that enters or leaves your Elevator.

ACCURACY GUARANTEED
Within 1/2-bu. on a Car Load Lot.

Requires minimum of space for installation.

1,000 bu. hourly capacity only 43 in.
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Specially Constructed for Weighing Intermittently at Great Speed.

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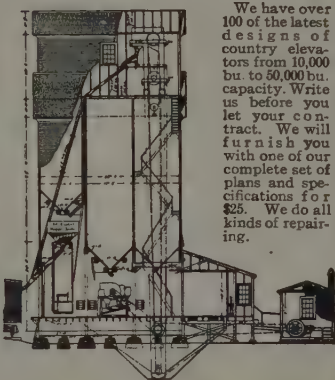
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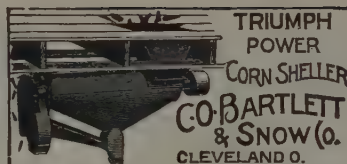
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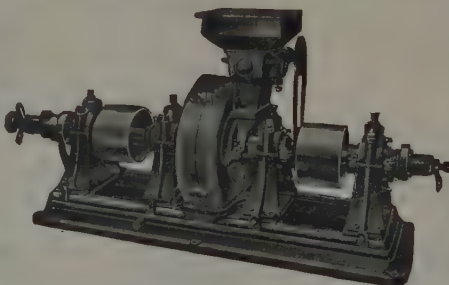
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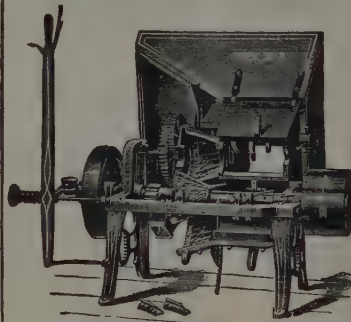
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Lightest Running
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SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

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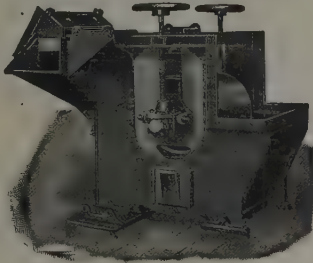
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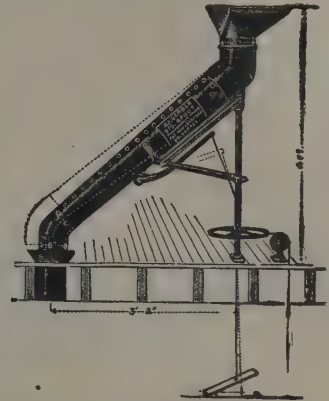
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is the cheapest—it will give satisfaction at all times, and can be depended upon when wanted most.

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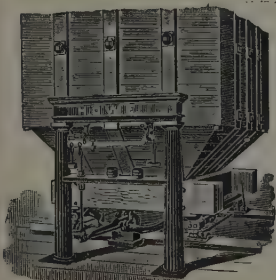
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ACCURATE HOPPER SCALES must set level. Settling elevators, timber shrinkage, shifting bins loads, will effect it unless it is a Howe equipped with a leveling attachment, enabling you to completely overcome such difficulty.

We make Hopper Scales to fit any place in any Elevator. Write for prices and information to the nearest house.

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On cards.

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 lbs. each.

In addition to the regular reduction table, 4 dockage tables showing the dockage on any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lbs. dockage are given. Also a table for reducing any quantity flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 60 lbs.

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Write

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Say

Let the Grain Dealers Journal
Want Ads do your work.

They bring quick returns.

The Only
Car Loader
That will
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Combined Grain Cleaner and Pneumatic Car Loader

The only machine that will
clean and load at the
same time.

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machines that I have. It does the loading quickly and
does it perfectly. I would not be without it now, for
any money, now that we have used it a while.

Very truly yours,

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WE SHIP ON TRIAL

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Gentlemen:—Please ship one of your
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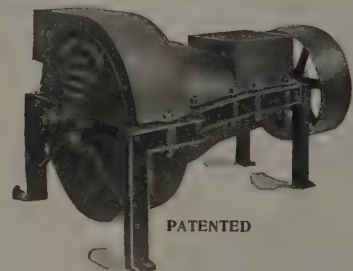
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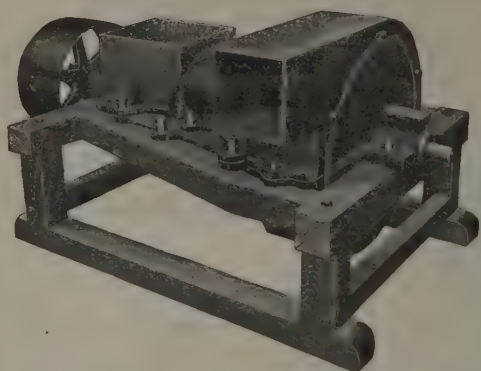
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For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

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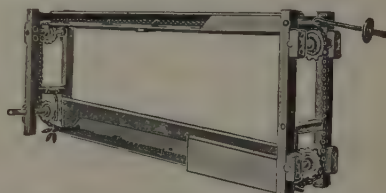
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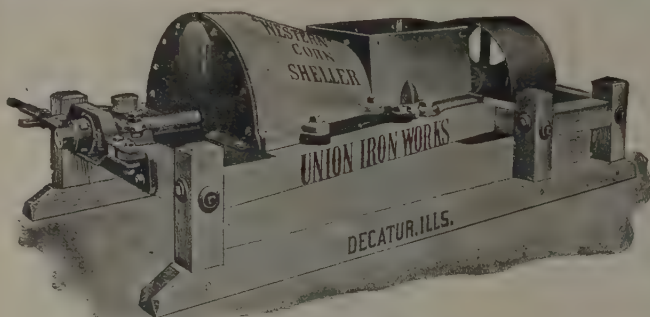
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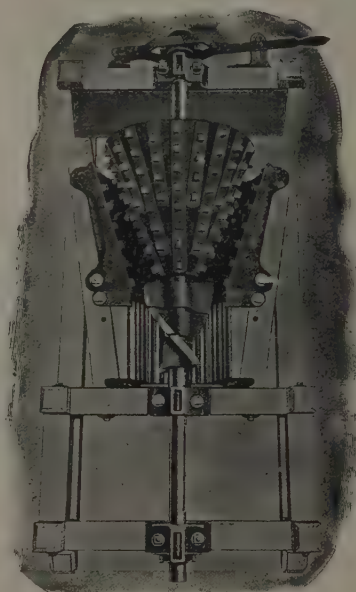
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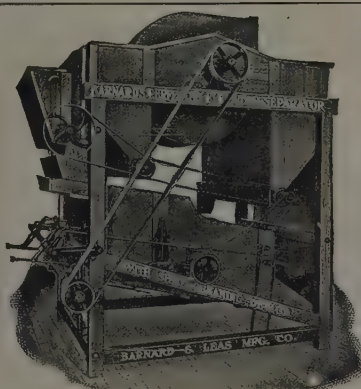
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that contains buckhorn, plantain, pepper grass and other foul weed seeds, we have a machine which it will pay you to investigate. We are making a Cleaner, in many respects like our popular No. 16, that is giving splendid results in handling extremely dirty lots of seed and also tailings from larger machines. This machine requires very little space or power; and no dust spout connections, being equipped with a dust sack for taking care of the dust from fan. It is so arranged that the cleaned seed passes in full view of the operator which enables him to see at any time just what the machine is doing. This Cleaner will pay for itself in a short time reclaiming bad lots of seed and screenings. It will handle any kind of field seeds and give the best kind of results. We are not pretending to do miracles. We cannot take *all* of the buckhorn out of clover; just the same, we think the work the machine *will* do would surprise you. If you are interested in the work described we shall gladly give you full particulars and prices.



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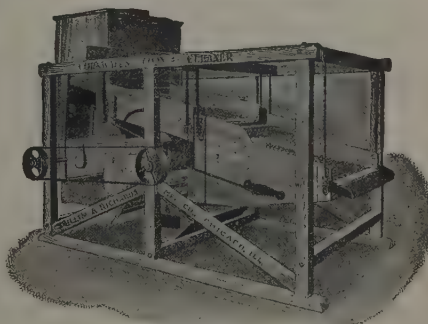
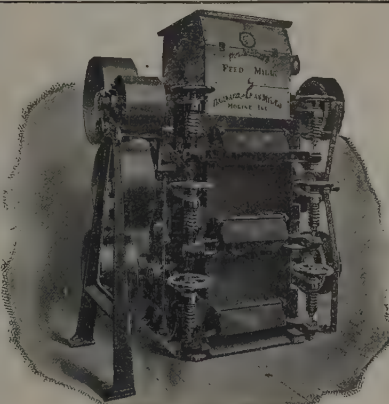
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ILLINOIS AND INDIANA elevators for sale at from \$2,500 to \$15,000. Address James M. Maguire, Campus, Ill.

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FOR SALE—One good modern cribbed elevator, capacity 25,000 bus. Located in a good town, good business. Address, Lock Box 713, Sioux Falls, S. D.

NEARLY NEW elevator in Ia., handling oats, corn and hay, with good side business for sale. Address Win, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE; a 20,000 bu. elevator in Northeastern Nebr., on the Union Pacific R. R. and in good locality. Address Disen, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—ELEVATOR 30,000 cap. 160,000 bus. per year. Good prospect for corn. Price \$5,000. Western Ind. Address C. H. Box 7 Grain Dealers Journal, Chicago, Ill.

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TWENTY ELEVATORS on Chicago, Great Western and Chicago, Milwaukee & St. Paul Roads. Will sell either as a line or separately. Address X. Y., Box 8, Grain Dealers Journal, Chicago, Ill.

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FOR SALE—Practically new 20,000-bu. elevator, with Fairbank's scales, gasoline engine, office building and corn crib, located in Swedish settlement on C. R. I. & P. Ry., in central Ill. This elevator is doing a good business and will make money for whoever buys it. Only elevator at station. Best of reasons for selling. \$4,000 will take it if sold quick. For full particulars address Sep., Box 6, Grain Dealers Journal, Chicago, Ill.

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FOR SALE: New elevator of 20,000 bu. capacity located on the U. P. Ry. in northern Kansas. Handled 112,000 bu. of wheat past season. For full description write room 32 Crawford Building, Topeka, Kans.

ELEVATOR on Wabash Ry. in St. Joseph Co., Ind., for sale. Capacity 10,000 bus.; no competition; good business and in center of good grain country. Bargain if taken soon. W. B. Calvert, South Bend, Ind.

FOR SALE OR EXCHANGE for a small farm, by elevator located in northeastern Ind. Doing a good business. Write for full particulars. Address Bargain, Box 5, care of Grain Dealers Journal, Chicago, Ill.

FOR SALE—A line of three elevators and residence in central Ill. One elevator and residence in city of 10,000. All doing a nice business. A grand chance to make money and have a nice home. Address J. M. Maguire, Campus, Ill.

THIS AD ONLY we offer some good central Ind. elevator bargains at \$4,300, \$8,000, \$8,500, \$8,000, \$12,500, and good line of 6 1-man houses, city office and track business. Time is short for best bargains, must hurry. John A. Rice, Frankfort, Ind.

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ELEVATOR, LUMBER & COAL business for sale in central Ill. on Wabash R. R. Plant handled over 250,000 bu. last year. Elevator has 35,000 bu. capacity. Hopper scales, Western Sheller, 2 cleaners, good lumber and coal trade. Easy competition, none in lumber, good territory. Residence if desired. Good town, churches, and bank. A money-maker if taken at once. Address "East," Box 7, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—Located on C., B. & Q.; fine grain country; handled 30,000 bu. wheat this year, besides oats, rye and corn; fine prospect for corn this year. 15,000 bu. capacity, 13 H. P. gasoline engine, 7x12 cups, Western cleaner, Automatic weigher, dump scales; outside wagon scales gravity load. Built 1904-5. No competition. Good coal and feed business goes with this. Want to quit grain business on account of health. Address "Stan" Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—My elevator, coal business and fine new residence. Located in the best corn and oats section of western Indiana on the New York Central R. R. No trouble about cars. Elevator has capacity 25,000 bu., 4 dumps, 4 stands of elevators, Western Sheller and Cleaner, 25 H.P. Atlas Engine 30 H.P. Boiler in first class condition. Hopper and new automatic scales, car loader and gravity spout. Coal sheds for 150 tons coal. Coal business alone pays running expense of elevator. Office with Fairbanks 4 ton wagon scales, safe, desk, etc. Residence is new 10 room house with all the modern conveniences. One of the best in an up-to-date town of 1200 inhabitants. Electric lights, good streets, 4 churches, 2 banks, High School employing 7 teachers. One competitor, good; no fighting. Have been here 10 years and handle on an average of 225,000 bu. per year. Will show any one that means business my books with a gross profit of \$15,000 in less than 3 years. My price is \$13,500 cash or good notes. Will not trade for anything. Have made enough to quit and want to get out of business. Have a good crop of corn to handle, that is out of the way of frost. Address S. E. T. Box 7, Grain Dealers Journal, Chicago, Ill.

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GOOD LOCATIONS for Elevators and Industries on The Belt Ry. of Chicago. Low Switching rates. Good car supply. Address B. Thomas, Pres. Room 11, Dearborn Station, Chicago.

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WANTED—to buy elevator that will handle 200,000 or more per annum. Address Lock Box 15, Wellsburg, Ia.

OHIO OR INDIANA elevator wanted, doing good business. Address Nam, Box 8, Grain Dealers Journal, Chicago, Ill.

ILLINOIS ELEVATOR handling 100,000 bushels or better wanted. Conditions must be right. Address Glenn Swank, Gilson, Ill.

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TO EXCHANGE for elevator or mill property; 640 acres Wilkin county, Minn. Level, black, prairie land; encumbrance \$10,000 five years at 5% interest. P. O. Box 148, Independence, Iowa.

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125 BBL. MILL for sale in southwestern part of Minn.; good hard wheat country; good farmers trade. Address Mt. Box 3, Grain Dealers Journal, Chicago, Ill.

250 BBL. MILL IN SOUTH DAKOTA for sale or exchange. Good location. Will sell cheap or exchange for property either real estate or stock of goods. First National Bank of Milbank, Milbank, S. D.

FOR SALE—100 bbl. mill and 15000 bu. elevator in live central Indiana town. Good coal business in connection. Mill doing thriving business at present. Good reason for selling. Address Lamb, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE: 125 BBL. Nurdyke & Mormon Flour Mill in good Oklahoma town of 5000. Two Railroads; has storage capacity of 50,000 bus.; built 5 years; owner gone into banking business; will sell, 1/3 cash, balance easy payments. Proper man can make 40%. P. O. Box 976, Chickasha, Ind. Ter.

FLOUR MILL FOR SALE: 50 bbl., brick, three story & basement, 8 pr. rolls, sifters, buckwheat, corn & rye outfit. Gravel roads, grain at mill door, barn 30x40 ft.; 6 room house, 5 acres of land; mill in operation; water power. On account of old age will be sold less than half value. Full particulars on request. Address B. H. W., Box 8, Grain Dealers Journal, Chicago, Ill.

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PARTNER wanted to join in starting elevator at good point in Indiana; or will sell stock in good business with 5 per cent guaranteed on stock. Address Wig, Box 3, Grain Dealers Journal, Chicago, Ill.

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3,000 FERRETS for sale. They exterminate rats and rabbits; price list free. Lewis DeKleine, Jamestown, Mich.

SITUATIONS WANTED.

WANTED—A position soliciting consignments for some commission firm. Would accept a good country station. Can furnish A1 Ref. Box 53, Cambridge, Ia.

POSITION WANTED—By young married man. Past six years engaged in managing country grain station. Best of references. Address Lock Box 653, Vinton, Iowa.

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POSITION WANTED as grain buyer in some small country station with some grain firm. Can furnish good reference. Address J. C., Box 8, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as engineer in elevator by married man. Have had experience; can handle any kind of machinery. Address E. B. H. Box 7, Grain Dealers Journal, Chicago, Ill.

RELIABLE GRAIN MAN open for situation with wide awake grain company, as manager of country station or transfer house. Address "L" Box 7, Care of Grain Dealers Journal, Chicago, Ill.

POSITION WANTED AS SOLICITOR for Commission firm, or good country station in town with High-school advantages. References from Members of Board of Trade, Peoria, Ill. Address P. B., Box 8, Grain Dealers Journal, Chicago, Ill.

MAN 35 years of age with 20 years' active experience in the grain trade both in Chicago and country, wants position as auditor with grain company in the northwest. Am single and will go any place to work. Address Mc., Box 6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED in any capacity by experienced grain man. Have eight years' experience in grain business. Now manager for large mill and elevator in Southwest. One year as cash man on St. Louis Merchants Exchange. Desire to change account of unhealthy climate. Best of references. Address Grain Man, Box 8, Grain Dealers Journal, Chicago, Ill.

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POSITION WANTED—Experience and ability count; 18 years experience as Mgr. of eltrs.; keep double entry books; good mixer; best of references. Address A. W. Walls, New Richmond, Ind.

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COMPETENT OFFICE MAN WANTED, with knowledge of grain and field seed business. State age, experience and salary expected. Address B., Box 8, Grain Dealers Journal, Chicago, Ill.

TRAVELERS who call on country elevator men can represent us with advantage to their regular business and also increase their income. Address Side Line, Room 504, Traders Bldg., Chicago, Ill.

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EXPERIENCED hay man wanted to take charge of hay receiving and shipping business with warehouse in a leading terminal market. Must be a good correspondent and a hustler. Address Commission, Box 7, Grain Dealers Journal, Chicago, Ill.

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FOR SALE: 20 H. P. gas engine. American Hdw. Mfg. Co., Ottawa, Ill.

GASOLINE engines for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

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FOR SALE—18 H. P. Gasoline Engine in first class condition. \$200. Comet Motor Works, 47 S. Canal St., Chicago, Ill.

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LIST OF SECOND HAND GASOLINE ENGINES. 1-1 1/2 HP Webster gasoline engine complete, with water tank, jump spark and hot tube, \$65. 1-2 HP Webster gasoline engine complete, with water tank as good as new, electric spark and tube, 90. 1-3 HP Lambert horizontal engine, electric spark and torch, as good as new, \$110. 1-4 HP Dayton engine, vertical, \$75. 1-4 HP Foos engine, as good as new, \$110. 1-5 HP Foos engine, \$125. 1 O. S. Kelley 5 HP engine, used 6 months, \$100. 1 44 HP Howe engine, used two years, \$800. 1 65 HP Weber Vertical cylinder, with up-to-date gas producer, as good as new, used less than two years, \$1,700. Allen P. Ely & Co., Omaha, Neb.

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Two quart testers, one quart tester, one pint tester, the best are cheapest, we have the best. Write us for prices. A. S. Garman & Sons, Akron, O.

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BARGAINS write quick. One Fairbank's hopper scale, capacity 60,000 lbs., and one Monitor No. 9 oat clipper. Apply Rosenbaum Bros., 77 Board of Trade, Chicago, Ill.

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ONE HOOSIER grain and seed separator for sale. Address The Birkett Mills, Penn Yan, N. Y.

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FOR SALE CHEAP. 1 No. 1 New Process Corn Cleaner. 1 No. 1 New Process Corn Sheller. 1 No. 5 Invincible Double Receiving Separator. 1 No. 5 Richmond Elevator Separator. 1 No. 8 Cyclone Dust Collector. Address Holister-Whitney Co., Quincy, Ill.

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FOR SALE: One 12 H. P. Frost Steam Engine with boiler complete. In good condition. For full information address J. H. Holtorf, Malmo, Neb.

FOR SALE—1 25 horse steam boiler, 1 25 horse steam engine, both in good order. Also 1 30,000 hopper scale, Fairbanks, hopper can be moved in sections. Address Baum & Herr, Groveport, Ohio.

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WANTED—Combined Corn Sheller and Cleaner, one thousand to fifteen hundred bushels per hour. Combined Wheat Separator and Scourer, fifteen hundred to two thousands bushels per hour; also one Power Car Mover, six to eight cars capacity. B. Strong Grain Co., Conway Springs, Kansas.

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NEW and second hand direct and alternating current motors for sale. Franklin Electric Co., 224 S. Clinton, Chicago.

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SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds: repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

SCALES WANTED.

WANTED—Automatic scale, two to three thousand bushels per hour, must be good make, accurate and reliable. B. Strong Grain Co., Conway Springs, Kan.

WANTED second hand Fairbanks or Howe standard hopper scales, in good condition. 1600 bushels capacity. Address B. Strong Grain Co., Conway Springs, Kans.

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HAY AND STRAW exclusively, wanted by W. J. Armstrong Co., Commission Merchants, 230-40 LaSalle St., Chicago.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Carload Dealers, Baltimore, Md.

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If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00

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255 La Salle St., Chicago.

Competent Help

If you need a man of experience to travel, manager or do work around an elevator, say so in the Help Wanted column of the Journal.

The Greenville Feed Co.

Greenville, O., Oct. 2, 1907.
Grain Dealers Journal:—You may discontinue the ad. because we are deluged with replies and certainly think we can find what we want in the numerous answers we have gotten. Your paper is certainly a gilt edged advertising medium for people in the grain or allied interests.

THE GREENVILLE FEED CO.,
C. H. Tingley, Mgr

HAY FOR SALE.

UPLAND PRAIRIE HAY FOR SALE. Several thousand tons. Ready for shipment after Oct. 1. If you want choice hay, write me. C. H. Leggett, Fort Pierre, S. D.

KANSAS UPLAND PRAIRIE HAY FOR sale. We make a specialty of the Prairie Hay Business, and will quote you delivered prices that will interest you. Also shippers of Indiana Packing hay. Write us today. J. G. Hermann & Co., Indianapolis, Ind.

SEEDS WANTED.

CLOVER SEED wanted—Medium and Mammoth. Send samples. C. C. Norton's Sons, Greenfield, Ohio.

WANTED—Red, Alsike and Mammoth Clovers, Timothy and Millet seeds. J. G. Peppard, Kansas City, Mo.

BUYING seed oats, barley, clover, timothy. Paying highest prices. Send me samples. W. J. Baumann, La Crosse, Wis.

SEEDS WANTED: Clover, timothy, red top. Car lots or less. Submit samples and prices. Louisville Seed Co., 208-210 Second St., Louisville, Ky.

WANTED—BUCKWHEAT, MILLET, HUNGARIAN, POP-CORN, MUSTARD. Offer with samples. J. OLIVER JOHNSON, Chicago, Ill.

CLOVERS WANTED—Send samples. We are in the market for Medium, Mammoth, Alsike, Blue Grass, Buckwheat, Millets, etc. Sample envelopes free. The Adams Seed Co., Decorah, Iowa.

WRITE US NOW about new crop FIELD SEEDS. Mail samples TIMOTHY, CLOVER, MILLET, MUSTARD, CHICKEN FEED GRAIN, etc. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO, ILL.

SEED OATS WANTED. Two or three cars good weight seed oats, either for shipment now or in the future. Stock must be right in every respect. Send samples and prices. Wisconsin oats preferred. Address Sandusky Grain Co., Sandusky, Mich.

SEEDS WANTED: Clover, Timothy, Kentucky Blue Grass, Red Top, Buckwheat, Millets, Hungarian, Kaffir Corn, Sweet Corn, Milo Maize, Jerusalem Corn, Sugar Cane, etc. Mail samples. Quote F. O. B. here, H. W. Buckbee, Rockford, Ill.

FEED FOR SALE.

GROUND CORN and chop feed for sale in carlots. Prompt shipment. Write for samples and prices. Droge Bros., Council Bluffs, Ia.

GRAIN WANTED.

NEW CROP BUCKWHEAT WANTED. The flour for sale. Pape & Loos, Quincy, Ill.

WANTED—Shippers of grain, hay and mill feeds to quote. J. H. Neil & Co., Brokers, Nashville, Tenn.

GRAIN WANTED. I am in the market for good, dry ear corn. Sheller located on Santa Fe and Trinity & Brazos Valley R. Rs., Houston, Tex. Quote price F. O. B. cars, stating how many cars you have, and when you can ship. W. D. VanWagenen, Houston, Texas.

PROPOSALS FOR FORAGE AND STRAW.—Chief Quartermaster's Office, Atlanta, Ga., October 15, 1907. SEALED PROPOSALS will be received here until 11 a. m., November 15, 1907, for furnishing corn, oats, bran, hay and straw during the period from December 1, 1907, to June 30, 1908, at Atlanta, Ga., Forts Dade, De Soto and Key West Barracks, Fla.; Fort Caswell, N. C.; Forts Fremont and Moultrie, S. C.; Forts McPherson, Oglethorpe and Screven, Ga.; Fort Morgan, Ala., and Jackson Barracks, La. Information furnished on application here or to quartermasters at posts named. U. S. reserves the right to accept or reject any or all proposals or any part thereof. Charles C. Clark, Acting Chief Quartermaster.

POPCORN WANTED.

POPCORN Wanted—Correspond with us. Bradshaw Co., New York, N. Y.

MEAL FOR SALE.

STANDARD COB MEAL for sale by H. K. Holman Co., Fayetteville, Tenn.

SEEDS FOR SALE.

KANSAS GROWN Alfalfa and other Grass and Field Seeds for sale. Address J. G. Peppard, Kansas City, Mo.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

NEW CROP ALFALFA SEED, Kansas-grown, acknowledged the best, for sale. Ask for samples and prices. Kansas Seed House, Lawrence, Kans.

GRAIN FOR SALE.

FOR SALE—Oats and Corn in car lots. Ask for quotations. Buckland Mfg. Co., Buckland, Ohio.

GRAIN FOR SALE—When in the market for good Turkey wheat ask us for samples and delivered prices. We can always furnish you good wheat. Address The A. R. Clark Grain Co., Wichita, Kans.

KAFFIR CORN. Butler County (our county) largest acreage of Kaffir Corn of any county in the world. We shipped more last year than any one firm in the world. Write to J. C. Haines & Co., Augusta, Kans.

BUCKWHEAT WANTED THE LARROWE MILLING CO., Produce Exchange, New York

THE ALBERT DICKINSON CO.

Clovers
Timothy
Flaxseed
Bromus inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

BUYERS OF SALVAGE GRAIN

The Toledo Salvage Co.

Buyers of
OFF GRADES and
SALVAGE GRAIN
Toledo, - - - Ohio

Salvage Grain Wanted

I buy and sell damaged malt, flaxseed and salvage grain of all kinds.
WM. B. GALLAGHER
72 Pearl Street, BUFFALO, N. Y.

FRANK MARSHALL

253 LA SALLE STREET

CHICAGO

CLOVER

Send samples
and get our
bid before
selling. Make
you money.

THE ADAMS SEED CO., Decorah, Ia.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.
ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

HAMILTON RUBBER MFG. CO.

MANUFACTURERS
OF HIGH-GRADE

RUBBER BELTING

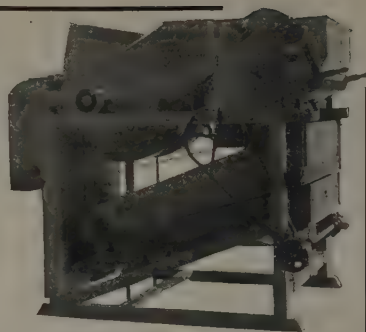
If you want Belting, guaranteed to give perfect satisfaction for all classes of work insist upon your engineer specifying "Hamilton made."

WRITE FOR SAMPLES AND PRICES

161 East Lake Street, CHICAGO

ELMER E. BAST, Manager
TELEPHONE, Main 2296

Invincible Compound Shake Dustless Corn and Grain Cleaner



This is a long name of a short machine that was built to meet the demands of the country elevator operator who desires to save time and make money.

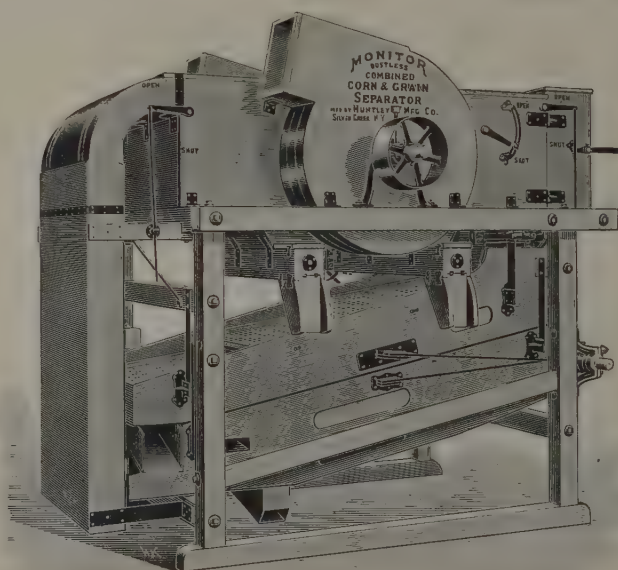
It's a new make of an old reliable cleaner, two in one, that enables you to clean two kinds of grain, by changing from one to the other, without changing screens or stopping machine.

You can't help being interested for it was made for you. Install any place in elevator and it doesn't need to be braced. Stands still while in motion.

You write for more information about it then you'll send us an order.

Invincible Grain Cleaner Co.
Silver Creek, N. Y.

REPRESENTED BY
W. J. Scott, 513 Traders Bldg., Chicago, Ill. Phone Harrison 667.
Edward A. Ordway, 513 Exchange Bldg., Kansas City, Mo.
C. L. Hogle, 123 1/2 E. Washington St., Indianapolis, Ind.
N. W. REPRESENTATIVES
Strong-Scott Mfg. Co., Minneapolis, Minn.



The Monitor Combined Corn and Grain Cleaner

Is the best machine of its class on the market, and any user who has compared its work with other makes for similar uses will unhesitatingly indorse our statement.

This letter tells the story. We've many others on file to the same effect.

CHARLES E. GROCE, Grain Dealer,
Circleville, Ohio, January 26, 1907.
Huntley Mfg. Co., Silver Creek, N. Y.

Gentlemen:—After considerable inquiry last spring from different grain dealers about a combined wheat and corn cleaner, I bought one of your No. 7 machines. It did splendid work on wheat last summer, and we are more than pleased with it on corn.

I can cheerfully recommend it to anyone wanting a separator for either wheat or corn.
Yours very truly, CHARLES E. GROCE.

We shall be glad to send you special folder on this machine or our complete catalogue of Separators, Scourers, Smutters, Oat Clippers, Seed Cleaners, etc.

HUNTLEY MFG. CO.
Silver Creek, NEW YORK

BRANCH OFFICES

302 Traders Building, Chicago, Ill., F. M. Smith, Agt.
316-318 4th Avenue, So. Minneapolis, Minn., A. F. Shuler, Agt.
121 Front Street, New York, N. Y., W. K. Miller, Agt.
Mississippi and 17th Sts., San Francisco, Cal.
Berger-Carter Co., Pacific Coast Agents.
10 Board of Trade, Kansas City, Mo.
H. C. Draver, Southwestern Agent.
S. J. McTiernan, St. Louis, Agent, Terminal Hotel.

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Manager.

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A Red Wrapper on your Journal means your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as Second-Class Matter.

GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., OCTOBER 25, 1907.

EXPECT to fail in anything you undertake and you will not be disappointed. Make up your mind to win and do it.

MIAMI Valley Grain Dealers Ass'n will hold its fall meeting at Hotel Norval, Lima, O., Thursday afternoon, Oct. 31.

CARS having leaky roofs or sides never improve the quality of grain loaded in them if they encounter a storm in transit.

NO DOUBT more than one-half of the state feedstuff laws are unconstitutional, but who is willing to put up the money needed to prove it?

DOCKAGE for shrinkage in handling grain thru terminal elevators will soon be a thing of the past if shippers persist in protesting against the steal.

EMPTYES are now being supplied to anxious shippers whenever the railroads can find nothing else to do with them. Do not fail to demand what you want.

DO NOT wait for your brother dealers to show up a defective method or a careless practice, when you have the facts give them publicity and ask for suggestions.

CARS are becoming so scarce it looks as the grain dealers who sell for specified deliveries will be compelled to transport the grain in their automobiles or default on their contracts.

THE HIGH PRICE of corn may discourage its feeding in some sections, but the farther north in the corn belt we go the more soft corn we find, which is hardly suitable for shipping.

FRIENDLY expression even tho only a word or a cordial greeting does more to allay ill feeling and to check competitive overbidding than all the threats the grain dealer knows how to make. Try it.

INCENDIARIES when detected receive such slight punishment, the law does not check this crime as it should. The last elevator to be set on fire was the Sullivan Elevator Co.'s house at Cushman, Ill.

WELL GROUNDED complaints and practical suggestions are of as much help to your ass'n as your money. Do not feel that your full duty is performed when you have attended one session of the annual meeting.

OILY WASTE mixed with grain dust has been known to result in spontaneous combustion, and the burning of your elevator may be traceable direct to this cause if you fail to keep your plant clean of both dust, waste and oil drippings.

CROP REPORTS issued by the Agri. Dept. would be far more reliable if Secy. Wilson were instructed to expend the \$250,000 now wasted in the free distribution of worthless seeds in the employment of more crop reporters by the year.

THE first inspection of grain arriving in any market should govern in its sale. Shippers should not be required to guarantee the grade of their grain until it arrives at elevator and is unloaded, unless they load it so full as to prevent the taking of an average sample.

WHO ARE the successful grain dealers in this country? Men who take a profit when they can get it; never speculating; seldom holding for higher prices when a good profit is visible. Whatever your business scruples may be, such principles prodigiously promote success.

THE BURNING of your elevator is not your only loss. The suspension of your business and the loss of trade alone justify your taking every precaution to prevent a fire and thereby reduce the cost of insurance to your fellow dealers whose mutual policies subject them to assessment to make good your loss.

A MILLION dollar stock company is to be organized by the American Society of Equity for the erection of store houses in different cities about the country for handling the products of members. This is the organization which has been so very successful in convincing the gullible farmers that the rise in market values of farm products has been due to its efforts in inducing growers to hold for stipulated prices.

THE tight money market is very likely to have a depressing influence on market prices of grain, as no firm has sufficient capital to finance all the trades it desires to make. Some will experience so much difficulty in obtaining money they will be compelled to withdraw from the grain market for a time until money is more easily obtainable.

CAR DOORS will be paid for by the railroad companies refusing to supply them to shippers, if shippers will present a formal bill for material and labor. In only a few cases has it been necessary for shippers to go before a justice to get their money. The attachment of a locomotive or car soon brings railroads to their senses and prompt payment follows.

OPINION indicated at the Peoria meeting that the grain dealers of Illinois believe present laws adequate to relieve the car shortage if diligently enforced. Altho the resolution addressed to the Railroad & Warehouse Commission indicated a suppliant attitude, the spirit of the membership was that the Commission had been guilty of dereliction.

KEROSENE as is shown by the experience of some whose letters are given in this number does not always prove as satisfactory a fuel for operating a gasoline engine as had been supposed. In some engines and under the watchful care of some operators kerosene seems to give good results and in time no doubt all will know how to handle it successfully.

IF THERE is any class of men who should be able to define "reasonably," it certainly is the Grain Inspectors, and so far they have successfully failed. It would seem that "reasonably" in its relation to grain could no more be defined than electricity which we all use, and yet can't tell what it is. It should be discarded for more specific terms whose meanings are clear.

EVER hear of a live, progressive grain dealer who was opposed to grain dealers associations? When you find an individual who dares even to express such sentiment, condole with him. The poor man is so far behind the times he is daily paying more for the blessed privilege of tolerating trade abuses than he would ever be asked to contribute to association work, yet he does not know it.

SHOULD Senator McCumber and the other near-sighted pap-suckers who are shouting for Federal Inspection of Grain succeed, we will recommend ex-Statistician Hyde for Chief Inspector and Mr. Holmes, formerly of the Agri. Dept., for 1st. asst. Both have been out of a sinecure for some time and are in need of consideration. "The grain trade be shriveled, the politicians must have more offices to fill."

\$250 was paid for one car of corn exhibited at Chicago's Corn Show last week and yet some people insist that the prevailing price of corn is too high.

THE INSPECTOR who examines only a few of the 250 sacks in a car of oats and then gives the entire lot a grade of No. 3 white is doing his level best to give a black eye to political grain inspection. The crime is not made any less heinous when the guilty inspector answers the buyer's protest with vague remarks about grain going out of condition in transit. Sacked grain shud be inspected in bulk before sacking; otherwise the certificate shud read "Subject to Approval."

TIPPING train men for cars, according to dealers attending the recent meeting in Peoria is still the only sure way to obtain cars in Illinois. So long as the railroad companies are content to leave the distribution of cars in the hands of the train crews, they will suffer as much or more than the grain shippers, who find it necessary to bribe trainmen for what should be supplied upon the asking. Freight traffic officials can quickly remedy the trouble and will if shippers will go after them in earnest.

THE Farmers National Congress, which met in Oklahoma City this week, adopted resolutions opposing the free distribution of seeds by the Federal Government. Still Congress may be expected to make the usual appropriation. Nobody wants their dirty, worthless seeds, but after the appropriation is passed each Congressman feels duty bound to distribute his full proportion. Public sentiment against the distribution continues to grow and it may be that some men now living will see a change.

CORN SHELLERS seldom refuse to take in any old scrap iron thrown into their hopper, but experience has proved conclusively that such material greatly disturbs their digestive organs and frequently puts them out of running condition. Some grain dealers find it to their profit and advantage to keep a live young man sorting out rotten and discolored ears, as well as stones, wood, iron and other foreign material. No dealer who has employed a good man to stand guard has ever regretted it.

WHEN cars are loaded to full visible capacity the actual weight should be accepted as a carload and transported at the carload rate. Some roads are entirely too slow in taking an equitable view of this matter. Shippers are unable to load a minimum carload of oats into many cars and accordingly are unfairly denied the carload rate on their shipments. Shippers who suffer from the unreasonable rules should protest most vigorously and secure recognition of the 1907 light weight oats by their carrier.

MEMPHIS weights are in disrepute among Illinois grain dealers and the directors of the Illinois Grain Dealers Ass'n have ordered Sec'y Strong to make an investigation of the numerous shortages which have been reported to him. Figures show something is wrong at Memphis. Most certainly it is to the interest of the market that an investigation be made. Memphis has been damaged to the extent of losing thousands of bushels of grain already, and an earnest effort by the grain members of the Merchant's Exchange is needed to restore confidence. If negroes are stealing grain the cars should be guarded, if cars are leaking or grain is shrinking let it be officially stated. Memphis is a southern gateway that is too important a factor in the grain trade to have a cloud hanging over it.

COMPETITION has been considered the life of trade ever since man began to analyze the scientific principles of business. Such high-minded men as Chairman Knapp, Interstate Commerce Commission, Senator J. B. Foraker and other speakers of note at the Grain Dealers Convention fearlessly expressed themselves in favor of cooperation as the life of trade, in lieu of competition. The principle is simple. Grain dealers attending conventions do meet each other, which eventually means they learn that cooperation makes trade lively. Otherwise dealers who never know each other, who characterize competitors as liars and thieves, who slash prices and principles to secure business, soon find that competition is the death of trade. By all means cooperate. This does not mean fix prices, nor divide profits. It does mean that as units of a whole, individual grain dealers, relying upon their own business energy and acumen should cooperate with the farmers, their competitors, and the receivers who buy the grain to promote harmony, thereby assuring to each legitimate profits.

THE Commissioners on Uniform Legislation have succeeded in inducing the legislatures of seven states to enact uniform laws relating to warehouse receipts, which are designed to safeguard this form of commercial paper and minimize the opportunity of warehousemen to defraud banks and patrons. Mr. G. S. McReynolds of Chicago has just lost out in his efforts to escape prison for successfully deceiving his bankers. J. H. Rodebaugh and Mr. Washburn rather than face their victims, committed suicide. Many other offending elevator men have suffered in a similar manner as a result of their yielding to temptation and this, too, without bringing any degree of relief to the holders of warehouse receipts issued by them. It is somewhat difficult to secure the general adoption of uniform laws on any subject by the different legislatures, but the commission

seems determined to have warehouse receipts properly protected and to this end is working persistently with all members of legislatures in states which have failed to take the desired action. The more safeguards thrown about warehouse receipts the easier will it be to borrow on them at a low rate of interest. Success to the commission.

SHIPPERS SHOULD NOTIFY INSPECTORS OF GRADE LOADED.

Grain inspectors frequently assert when the efficiency of their department is attacked, that they are absolutely unprejudiced in grading grain as its identity is never disclosed, hence they cannot possibly favor or "stick" any particular shipper. Is not experience teaching that it would be profitable for the shipper to "notify" inspector at terminal market, grain has been shipped, stating car number, initials, and other identifying data and the grade of grain believed, according to the judgment of the shipper, to be in the car? Especially should this method be advantageous to the shipper in case two different grades had been loaded.

Furthermore, in case of disparagement in opinion between shipper and inspector extra diligence on the part of the latter should be exercised in order to determine why there was a difference. This at least would have an educational effect in time upon the country shipper in whose interest there is so much discussion about the grading of grain. Some such method has been used with the Receiver as the intermediary, but often the Receiver is an interested party and the inspector never should be.

Receivers of different grain exchanges urge their shippers to send copy of weights of grain shipped, direct to the Chief Weigher so in case of shortage the department can act promptly. In a number of cases at Baltimore certified weights in the hands of the Chief Weigher has brot elevator weighers to time. What is to prevent such a method from being successful when inspector and shipper is co-operating? We can't get away from the theory promulgated at Grain Conventions that the sooner men learn to know each other, work harmoniously, throwing suspicion to the winds, the quicker many troubles in the grain trade will be no more.

If those who are clamoring for Government inspection will get in touch with the men who are now honestly grading grain in the terminal markets they will soon learn that the system in use and the men enforcing them are superior to any possible regime that might be inaugurated by office seeking politicians.

DEMURRAGE AND RECIPROCAL DEMURRAGE.

Demurrage and reciprocal demurrage received considerable attention at the 19th annual convention of the National Ass'n of Railway Commissioners, which was held recently in Washington, D. C. Commissioner Hill of Georgia presented an elaborate paper on demurrage in which he recommended that Congress empower the Interstate Commerce Commission to adopt rules upon reciprocal demurrage, and, would you believe it, his recommendation was adopted.

The shipping public does not care who regulates the matter, but is anxious to have some steps taken which will bring about the needed regulation. The wretched service being rendered today by the railroad companies multiplies many times

the shippers' expenses for money invested in freight while in transit. This applies with special emphasis to grain. All cereals are now commanding such high prices that it takes a small fortune to finance even a single car load, and many shippers find it difficult to obtain money even at the high interest rates prevailing.

The shippers of the country are agreed that the service rendered by transportation companies is about as bad as would seem possible, yet when it comes to deciding what measures of relief shall be adopted, the active ones are at sixes and sevens, and the majority of the shippers are so apathetic as to discourage even those working earnestly to obtain some measure of relief. So long as the railroad companies are permitted to grant cars and transport freight as suits their convenience or idea as to what constitutes economical railroading, shippers cannot expect to get good service.

The present system of interchanging cars no doubt is more to blame than anything else, because the poor roads borrow cars wherever they can get possession of them and keep them indefinitely. If the railroads would charge one another \$1 per day for the use of cars and \$5 per day whenever a car was reloaded and sent farther from home, the railroad companies which own sufficient rolling stock to meet their own needs would not suffer, and those lines sponging off the more prosperous companies would be compelled to purchase rolling stock of their own.

Those lines which permit their cars to be used for warehouse purposes also help to intensify the situation. Scoopers always detain cars an unreasonable length of time in loading, while the elevator man, be he shipping or receiving, invariably loads or unloads a car within a few minutes after it is placed in position.

There are many causes which contribute to the trouble, but most of them are in the control of the carriers themselves and a remedy can be found if the railroad companies will but join together and reform.

QUICK ACTION NEEDED ON B/L FORMS.

As previously announced, the Interstate Commerce Commission held its hearing on form of B/L, recommended by the American Bankers Ass'n and the Railroads, in Washington last week, and received so many protests against the long list of hair-splitting conditions that it decided to postpone action until a later date. Before adjournment the Commission suggested to the various interests represented, that each submit an amendment to the bill under consideration, or new forms, all of which would be taken into consideration by the Commission.

All interests are agreed that business would be facilitated and confusion avoided by adopting uniform forms of B/L.

The National Industrial Traffic League, which is made up of representatives from many grain exchanges and large shipping interests, has drafted two very simple forms which are printed elsewhere in this number. One is a very plain negotiable B/L, the other a uniform order B/L. For years several western roads have used very simple forms, notably the Rock Island and the Grand Trunk, which have answered every purpose and served to give equal protection to shipper and carrier. They are merely receipts for freight which railroad contracts to carry and deliver at destination. The Traffic League would have the uniform order B/L printed on good white

paper, while the other form is on a colored paper.

The only thing to be gained by a long list of conditions on the back of a receipt for freight is that the Railway attorneys are assisted thereby in confusing and befuddling courts, juries and shippers as to the liabilities of the carrier and the rights of the shipper, the minute the B/L is brot into court.

These conditions which have been drawn up by carriers' attorneys are prompted solely by dishonest motives and should not be accepted by any shipper, who is awake to his own interests. Every shipper is entitled to a clean B/L, stating exactly what he has entrusted to the care of the Railroad Company for transportation where the freight is to be delivered and the rate of freight. He pays for the service.

The laws and courts should be depended upon to define the carrier's liability. Any effort on its part to escape its legal liabilities to shippers of freight should be promptly checked by the Interstate Commerce Commission without any intercession on the part of the shippers of the country.

The reiteration of the law's requirements on the back of a B/L is not necessary for the protection of either party to the contract. Hence it is very clear that the only purpose of the Railroad Companies in insisting upon long, ambiguous and confusing conditions is to escape the law's requirements and their own liabilities.

The forms recommended by the Traffic League are simple, clear and direct and contain all the provisions necessary. Shippers would promote the interests of their business by promptly writing to the Interstate Commerce Commission and indorsing the forms recommended by the National Industrial Traffic League. Write to-day before it is too late.

THE LIGHTNING HAZARD.

Thru the courtesy of mutual fire insurance companies making a specialty of insuring grain elevators and contents we are enabled to present herewith a few facts regarding thirty-five different elevators and six flour mills which have been damaged by lightning during recent months. In nearly every case fire resulted from the lightning. We made no effort to collect information regarding flour mill losses due to lightning, but have compiled the reports sent us by the insurance companies.

The lightning hazard surely merits more attention than it has ever been given. Where the elevator is struck by lightning during the day time the resulting fire is generally extinguished in its incipency, but where property is set on fire during the absence of owner or operator the chances for its being saved are small.

Lightning rod experts maintain, and with good show of reason, that elevators covered with metal roof and iron siding, which extends into the ground beside foundation, will not be struck by lightning, because the metal is such a perfect conductor of electricity.

We attempted to learn of plants that were completely covered with metal, but in vain. Experts are so positive their theory is right, insurance men and property owners should heed their claims and carefully compile statistics regarding this feature of buildings struck by lightning. They claim that buildings perfectly protected by lightning rods are just as se-

cure from being struck by lightning, and in as much as their theory is so very plausible it must be accepted until good reasons for its rejection are presented.

However, experience of property owners and insurance companies is worth bushels of theory and we hope next year to be able to present statistics showing that no elevator covered with metal roof and iron siding which extends into the ground has been struck by lightning. Any reader who has positive knowledge of such a casualty will confer a great favor by reporting the facts in full.

The losses reported to us are as follows:

Elevator Losses Due to Lightning.
Darlington, Ind., Aug. 10.—Geo. M. Malsbary's eltr. Total loss.
Wann (Ashland P. O.), Nebr., July 11.—McCaull-Webster Co's eltr. Loss estimated \$10.

Hudson, Wis., June 30.—Hanson Supply Co's eltr. Loss \$8.40.
Gainesville, Tex., June 4.—Whaley Mill & Eltr Co's eltr. Loss \$2,500.

SOUTH DAKOTA.
Sherman, S. Dak., Sep. 17.—New London Milling Co's eltr. Estimated loss \$1,500.
Wentworth, S. D., July 24.—W. W. Cargill Co's eltr. Shingle roof, wood siding. Loss estimated \$12.50.
Conde, S. D., July 22.—Eagle Roller Mill Co's eltr. Shingle roof. Wood siding. Loss \$3.48.
Rutland, S. D., June 26.—Hawkeye Eltr. Co's eltr. Loss \$2.
Vienna, S. D., June 28.—W. I. Thompson's eltr. Estimated loss \$25.
Wentworth, S. D., July 20.—The Abraham & Schultz Co's eltr. Loss \$24.
Sherman, S. D.—The New London Mfg. Co's eltr. destroyed. Loss \$2,500.

IOWA.
Eldridge, Ia., July 28.—Jackson Grain Co's eltr. Loss \$61.
Corwith, Ia., Aug. 11.—Peter Hatterscheid's eltr. Small damage.
Shipley, Ia., Sept. 1.—Western Eltr. Co's eltr. Loss \$40. No fire resulted.

ILLINOIS.
Sheldon, Ill., Mar. 27.—The Cleveland Grain Co's eltr. Loss \$200.
Crescent City, Ill., Aug. 26.—Harlan & Boughton's eltr. Loss on bldg. \$5,000.
Spring Valley, Ill., Aug. 29.—Ludwig Ruppert's Iron clad eltr. Loss \$4,201.
Astonia, Ill., July 25.—Bader & Co's eltr. Loss \$5.
McCall, Ill., Mar. 30.—J. R. Craig's eltr. Loss \$8.63.

Buckingham, Ill., Aug. 29.—Inkster Bros.' eltr. Small damage.
Joy Prairie (Concord P. O.), Ill., July 18.—W. C. Calhoun's eltr. Loss \$50.
Gregon, Ill., July 21.—Martin Kennedy's eltr. Loss \$350.

Cornell, Ill., July 11.—J. V. Shaughnessy & Co's eltr. Loss \$25.

MINNESOTA.
Fairfax, Minn., June 8.—Security Eltr Co's eltr. Loss \$121.30.
Smith Lake, Minn., June 25.—Thorpe Eltr Co's eltr. Loss \$1.75.
Jeffers, Minn., June 13.—Skewels Grain Co's eltr. Loss estimated \$35.
Dundee, Minn., June 13.—Skewels Grain Co's eltr. Loss estimated \$10.
Morgan, Minn., Aug. 25.—Sleepy Eye Milling Co's eltr. Loss \$1.65.

NORTH DAKOTA.
Hensel, N. D., Sept. 7.—McCabe Bros. eltr. damaged.

Bantry, N. D., July 12.—Hennepin Eltr. Co's eltr. Loss \$113.95.
Petersburg, N. D., July 17.—A. O. Cornwell's eltr. Shingle roof and wood siding. Loss \$5.55.

Hunter, N. D., Aug.—Great Western Eltr. Co's eltr. Shingle roof, wood siding.

KANSAS.
Galesburg, Kan., Mar. 31.—J. N. Shaw's eltr. Loss \$11.44.

Belleville, Kan., May 23.—E. A. Fulcomer's eltr. Loss \$1.15.

Kinsley, Kan., July 14.—Moses Bros. Mill & Eltr. Co's eltr. Loss \$24.40.

Flour Mill Losses.
Freeport, Minn., Sept. 16.—Thelen Bros.' flour mill. Est. loss \$1,500.

Springfield, Minn., Aug. 18.—Springfield Milling Co's brick smokestack. Loss \$138.40.

Cozad, Nebr., June 3.—J. H. Darner's mill. Loss \$15.

Canton, S. D., July 20.—W. E. Rosecrans' mill. Loss \$25.

Mitchell, S. D., July 12.—Mitchell Milling Co's mill. Loss \$50,113.41.

Columbus, Nebr., Aug. 12.—Elevator Mills Co's mill. Estimated loss \$20.

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

REMOVAL OF ELEVATOR TO RE-LOCATED TRACK?

Grain Dealers Journal: My elevator stands on my own ground, and in regard to the B. & O. R. R. Co. moving its track away 910 ft. north of my elevator, I would like to know whether I have to move my elevator or is the railroad company compelled to, to the new track?

Fifteen years ago or more the railroad company built a spur to my elevator. Can any reader of the Journal give me light on the subject.—A. A. Maurer, Ohio.

BOOK WANTED ON HOW TO SELL GRAIN.—HOW ORGANIZE COMPANY?

Grain Dealers Journal: Is there a book that explains how to buy grain on one's own hook; that is, which explains how to sell?

Is there a book which explains how to organize an elevator company?—M. J. Roelike, Paynesville, Minn.

Ans.: There is no book which explains how to sell grain; but we believe it is far better to consign grain than to sell on track, providing arrangement is made with a live commission firm.

The best way to organize a company is to get a few interested as incorporators, employ a competent attorney to draft articles of incorporation to get a license from the state, and then sell stock.

DOES CARRIER TRESPASS SHIPPERS' RIGHTS?

Grain Dealers Journal: For some time the shippers along the Missouri Pacific Ry. have in my estimation been imposed upon by an unfair rule of that company. Whenever the railroad company finds a car loaded with grain in excess of its marked capacity, the excess grain is removed and sold by the railroad company, oftentimes at a price below price shipper has sold balance of car's contents. Then shipper is compelled to enter claim for his loss and in due course of a few months is generally able to collect for the grain extracted from car in transit. Has the railroad company the right to remove grain from car and sell it? Any light any of my fellow dealers can give on this subject will be greatly appreciated.—W. F. Gillispie, Mynard, Neb.

LIABILITY OF INSPECTOR?

Grain Dealers Journal: We have just suffered a heavy loss on a shipment of oats which were bot on Illinois state official inspection, and wish to know what the rules are governing the duties and liabilities of state official inspectors.—G. A. Knight & Sons, Dallas, Tex.

Ans.: Inspectors employed by the Illinois grain inspection department are required to give a surety bond, under which they are liable for gross errors or fraud. The rule of the Illinois grain inspection department is: "No claim for damages

on account of error in the inspection of any lot of grain (except grain inspected from public warehouses in accordance with law) will be entertained or allowed by the Board of Railroad and Warehouse Commissioners, unless complaint of such inspection shall be made to the Chief Inspector before the grain in question shall be removed from the car in which it is inspected, or before it shall leave the jurisdiction of the department. Grain transferred from the car in which it was inspected to another must be inspected after transfer to entitle the owner to have any claim arising thereunder considered by the Board of Railroad and Warehouse Commissioners."

WHEN DOES TITLE PASS TO GRAIN SOLD ON TRACK.

Grain Dealers Journal: In our suit for damages against the M., K. & T. R. R., for grain lost in transit and demurrage, the District Judge before, whom it was brot made a decision, last Tuesday, that is of interest to every buyer and shipper of grain. We will give you the decision and facts in the matter and would like for you to take it up with your readers and get their opinion, and also to publish any court decisions bearing on the subject.

The third cause of action, in the petition of W. D. Cox and R. E. Cox vs. M., K. & T. Ry. Co., was for \$496.00, for loss of grain in transit and in the yards at Coffeyville, Kan., the point of destination. The Walton Grain Co. of Coffeyville, Kan., purchased from W. D. Cox & Son a partnership at Elsmore, Kan., 40,000 bus. of corn at 36 $\frac{1}{2}$ c, f. o. b. Elsmore, Kan., Coffeyville inspection and Coffeyville weights to govern settlement.

A confirmation made by the Walton Grain Co., to W. D. Cox & Son, being attached to the petition and made a part thereof specified that purchase was subject to Coffeyville inspection and weights.

The M., K. & T. Ry. Co., thru its attorneys, filed a demurrer that the corn was the Walton Grain Co.'s property as soon as loaded on the cars at Elsmore, Kan., and that W. D. Cox & Son had no claim against the railroad at all as the property had passed to the Walton Grain Co. as soon as loaded. The District Judge sustained the demurrer.

The attorney for Plaintiffs then took leave of the court to amend the petition and added that a verbal agreement existed between the Walton Grain Co. and the plaintiffs, in addition to the written confirmation, the agreement being that the corn was to be settled for on Coffeyville weights and grades and that the possession of the corn did not pass until weighed and inspected at Coffeyville, Kan.

The Defendants again demurred, that the written contract or confirmation stated f. o. b. Elsmore, and that the property was the property of the Walton Grain Co. as soon as loaded on the cars at Elsmore, Kan.

The District Judge again sustained the demurrer, stating that there was a written contract (meaning the confirmation) and that the contract specifically stated that the corn was bot at a price, f. o. b. cars at Elsmore, Kan., and that it became the property of the Walton Grain Co. as soon as loaded on the cars at Elsmore, Kan., and that the Walton Grain Co. was liable for said loss. Further, that if the Plaintiffs were awarded a ver-

dict for damages, then the Walton Grain Co. could also sue the railroad company and collect the same.

This decision is certainly a new one on us, and as it is of interest to all buyers and shippers, an opinion from you and others would certainly be appreciated. Thanking you in advance for any light on the subject, we remain. Respectfully, R. E. Cox.

Shippers Load and Count. Who is Liable?

Grain Dealers Journal: Who is liable to the consignee, the railroad or the shipper, when the bill of lading is signed "Shipper's Load and Count" and car turns up short at destination, shipper furnishing sworn affidavit of the contents of the car? We would be glad if some one would give us a ruling on this subject. Yours truly, G. A. Knight & Sons.

RAILROADS TO BLAME.

Grain Dealers Journal: The railroads in signing bills of lading "Shippers Load and Count" are trying to shoulder off the responsibility onto the shipper, but we think inasmuch as they are not furnishing a man to check goods as loaded into cars the trouble is theirs. In fact, where any discrepancy comes up we furnish affidavit as to the goods having been loaded into cars and have consignee make claim on the railroad company for any shortage. Yours very truly, Lee Fowler, Per H. V. Bahlan, mgr., Pine Bluff, Ark.

SHIPPER IS LIABLE.

Grain Dealers Journal: Replying to the query, if a car of flour is loaded by the shipper and B/L signed over "Shipper's Load and Count," and the car arrives at destination under original seals, the shipper is liable for any shortage that may show up at destination, regardless of affidavit that may be made by him to the correct count at the time of loading. This is taking it for granted that the shortage at destination is beyond question.—Yours truly, The Oklahoma Mill Co., per J. E. Ruth, Kingfisher, Okla.

SHIPPER MUST PROVE HIS "LOAD AND COUNT" WAS CORRECT.

Grain Dealers Journal: Referring to inquiry "Who is Liable," my opinion about the matter is that the term "Shipper's Load and Count" is a contract between the railroad and the shipper. If this term is used it would indicate that the railroad company has had no opportunity to count or weigh the contents of the car, and for the sake of convenience to the shipper agrees to transport the contents on his statement, having had no opportunity to substantiate the claim of the shipper as to the quantity.

In the event of shortage at destination, it is my belief that the burden of proof would be on the shipper and that in order to establish his claim he would have to prove beyond a doubt that he loaded the stated amount of goods. In other words he would have to establish the fact that the railroad company had been negligent and allowed contents of the car to escape in some way. When the shipper can do this, I do not think the clause "Shipper's Load and Count" would legally release the railroad company. At the same time the clause is a protection to the railroad company against dishonest shippers and carelessness in loading.—Very truly yours, J. T. Thomasson, Chattanooga, Tenn.

ROAD SHOULD BE HELD.

Grain Dealers Journal: In my judgment where car is loaded and sworn to it seems to me the railroad company should be held, unless the car was leaking thru neglect of careful cooeping by shipper.—J. W. Reser, Renfrow, Okla.

RAILROAD COMPANY IS LIABLE.

Grain Dealers Journal: In reply to query "Who is Liable," would say that it seems to us that there should be no question as to who was liable, if shipper furnishes sworn affidavit of contents of car and railroad so receives it.

If contents of car is sold to consignee "shipper's load and count" and shipper furnishes affidavit as to contents of car the railroad should be liable to the consignee.—Yours truly, Trower & Hammer, Coweta, I. T.

SALE "SHIPPERS WEIGHT" DOES NOT RELIEVE SHIPPER OF RESPONSIBILITY FOR LOSSES DUE TO POOR COOPERAGE.

Grain Dealers Journal: In the Journal of the 25th of September, we note under the heading "Meaning of C. I. F." that "L. X." takes the stand that "sellers liability does not end when he has received B/L from R. R., only shipper can then look to the carrier to make good the loss if due to the carriers neglect."

We have a matter up with a firm in Peoria, who take the stand that a receipt from a common carrier agreeing to deliver the grain at destination is sufficient delivery and has been so decided time and time again. This firm shipped us a carload of grain. Upon arrival it was noticed that grain was leaking through the grain doors; the grain doors being bulged out owing to the fact that they had not been properly secured by the party who loaded the car.

Now, we contend that this firm should make good this loss to us, altho grain was bot on Peoria weights and grades. We contend that they made it impossible to deliver the weight that the Peoria cer-

tificate called for, as they did not secure the temporary grain doors properly, which was certainly no fault of the R. R. Co. They refuse to entertain our claim. We should like to have the views of dealers as to this, as we contend that if cars are not properly coopered the shipper should stand the loss even if the grain is bot on shipping point weight. Respectfully, B. F. Glover & Son Commission Company, F. P. Futvoye, gen'l mgr., New Orleans, La.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

LOADS OATS AT DOORWAY FIRST

Grain Dealers Journal: Have had a little experience in loading oats this Fall and since the crop is light perhaps Brother Dealers would like a pointer. When I start to load a car with my car loader I spout direct into the center of the car until the oats are as high as the grain doors, then I fill each end of the car. This method makes it impossible for a lot of thin oats to light in the center of the car and usually insures better grading. Of course, I believe in loading uniformly and honestly, but there's no reason why we shouldn't have all that's coming to us.—W. J. P., Bridgeport, Ill.

REQUIRE OVERBIDDERS TO PLAY FAIR.

Grain Dealers Journal: At many points near this station the grain buyers are having a merry war. They overbid each other and raise their bids almost up to Minneapolis prices.

This is nothing but foolishness and makes conditions bad for dealers at near-

by points who are trying to run their business on business principles.

There are seven elevators here and we get along very nicely. Once in a great while one of the buyers here will overstep his rights and then the rest of us get after him and in this way we manage to keep things very pleasant all around.

If dealers at other stations would follow our example and get after the fellows who raise the prices sky high, then there would be less dissatisfaction among the grain buyers and more money in the grain dealers' pockets in the long run. If I can't buy grain at a reasonable margin of profit I would not want it at all. With no margin I may as well buy futures and not have the troubles and expenses of running an elevator.—Yours truly, Burge, Castlewood, S. D.

POSTERS ON GRAIN CARS PROHIBITED.

Grain Dealers Journal: The M. C. Railroad Co. has given us notice that no more cars bearing signs, banners, posters or other advertising matter on the outside will be switched or handled until such advertising matter has been removed. We judge from observation that the rule is being strictly enforced, as close watch discloses the fact that not one poster has been seen here since this notice was served.

We also understand that the railroads in general have inaugurated a rule that all cars must be free from advertising matter before they will accept the cars from connecting lines, or else the signs, etc., will be removed and expense charged to delivering line.—Hern. & Co.

AGENT WANTS WEIGHTS OF EACH SHIPMENT.

Grain Dealers Journal: Letter in the Sept. 25th issue of Journal, "Must Make Good Season's Shortage" strikes me just right. I am located in Central Minnesota and in these parts we must give the farmers exact weights. We must give them every pound in the load and doing that we buyers are bound to have a shortage at the end of the year. In case we do not give the farmers exact weights we lose their trade. That's how we are fixed.

I have another kick coming and that's regarding weights. It would be a great benefit to all buyers if we wud get the weights of every car shipped. This wud guide us considerably the year around and aid us in conducting our stations better financially and otherwise.—M. G. B.

SCREENS, RUNS AND SAVES HOT CORN.

Grain Dealers Journal: Hot corn has worried a good many dealers, but I think I have discovered a way to prevent it from spoiling if properly attended to. For instance, when I find that a bin of corn is getting out of condition, I run it from my bins which are all over the dump, into the dump sink and recleave it back into the bins again.

This method is not new but all my corn is conveyed into the sink over a wire screen that has meshes large enough to admit all cracked grains and impure material and dirt that causes the corn to heat to fall thru onto the floor. You will be surprised to see how much stuff you can get out of a few hundred bushels of corn by this method. The trough with the wire bottom is eighteen inches wide and I slant it at about a forty-five degree angle.—P. A. F., Eureka, Ill.

W. I. Odell's Elevator at Ardsley, N. Y.



Many grain dealers of the Empire state, like those of the Northwestern states, handle coal, but few of them have better facilities for conducting a retail coal business and a local grain business than

the plant of Wm. I. Odell & Co. at Ardsley, N. Y., which is illustrated herewith. Either grain or coal can be received from cars in bulk and handled at a minimum expense.

Crop Reports

Canada.

Togo, Sask.—Threshing commencing, expect grain on the market here.—E. J. Wager.

Winnipeg, Man.—Dr. Saunders, director of the experimental farm, Ottawa, who has been keeping in touch with the crop conditions through a host of special correspondents, is inclined to the belief that the Winnipeg estimate of forty-five million bushels of wheat fit for milling, is below the actual yield. He believes the probable crop will be between fifty and sixty million bushels, and also a considerable quantity of feed.—C.

Idaho.

Weston, Ida.—The wheat crop is good in this valley, but alfalfa seed is a failure this year.—Isaac Jorgensen, Logan, Utah.

Illinois.

Pontiac, Ill.—Weather is delightful and will make corn of fine quality in central Illinois.—S. W. Strong.

Freeport, Ill.—One-third of the corn in our section will be soft on account of the early frost, but we expect most of it to be fed. I never saw a better year for the farmers.—H. A. Hillmer.

Marseilles, Ill.—Practically all of the old corn in this district has been marketed. Think we will have about two-thirds of an average new crop, and a great deal of it will be soft.—F. J. McCormick.

Iowa.

Anita, Ia.—The corn crop will average from 35 to 40 bus. per acre; feeders are scarce here this year on account of high prices.—F. C. Chinn, agt. the Kunz Grain Co.

Minnesota.

Dassel, Minn.—Oats are light and average about 30 bus. per acre; barley about 30 bus.; spring wheat about 15 bus.—John Olson, mgr. Cargill Elevator Co.

Ortonville, Minn.—Spring wheat is averaging 11 bus. per acre; durum wheat, 18 bus.; barley, 20 to 30 bus.; oats, 30 to 40 bus.—G. M. Baker, Mgr. Farmers Elevator & Fuel Co.

Clara City, Minn.—Oats not half crop this year; probably average 25 bus. per acre. Barley will do well if it averages 18 bus. per acre.—I. O. Kray, mgr. Farmers Elevator Co.

Cokato, Minn.—Oats is a very poor crop averaging about 30 bus. per acre; spring wheat about 18 bus.; barley about 35 bus.—Andrew Mattson, mgr. Osborne-McMillan Elevator Co.

Milan, Minn.—Spring wheat mostly No. 2 and averaging 12 bus. per acre; durum wheat 15 bus.; barley, 30 bus.; oats, 35 bus.; flaxseed, 12 bus.—H. G. Peterson, mgr. Monarch Elevator Co.

Kandiyoil, Minn.—Spring wheat is averaging from 12 to 14 bus. per acre; barley from 25 to 30 bus. Oats are light and averaging about 30 bus. per acre.—L. V. Lund, mgr. Farmers Elevator Co.

Milan, Minn.—Spring wheat averaging about 8 bus. per acre. Barley is fair and making about 25 bus. Oats are poor. Flaxseed is good, but is not making over 10 bus. per acre.—C. B. Spencer Mgr. Columbia Elevator Co.

Cokato, Minn.—Spring wheat is averaging about 18 bus. per acre; barley about 35 bus.; oats is a poor crop, test about 25 bus. per acre and average about 30 bus. per acre.—John O. Ojampara, mgr. Farmers Elevator Co.

Dassel, Minn.—Spring wheat is averaging about 18 bus. per acre; barley from 30 to 35 bus. per acre. Oats is the poorest crop we have and is not averaging over 35 bus. per acre.—L. Pankake, mgr. New London Mfg. Co.

Litchfield, Minn.—Spring wheat is averaging about 17 bus. per acre; barley about 30 bus. Flax seed is of very good quality and averaging about 17 bus.; durum wheat about 25 bus. per acre.—R. Welch, mgr. Duluth Elevator Co.

Willmar, Minn.—Spring wheat is averaging from 12 to 15 bus. per acre; barley from 25 to 30 bus.; oats about 40 bus. Flaxseed is good and runs from 12 to 15 bus. per acre.—L. F. Ohdeson, mgr. Minn. and Western Grain Co.

Atwater, Minn.—Spring wheat averages from 10 to 12 bus. per acre; barley is fair but yield is small, from 15 to 20 bus. per acre. Oats light and poor quality and run

from 20 to 25 bus. per acre.—N. A. Beaton, mgr. Duluth Elevator Co.

Clara City, Minn.—Spring wheat is averaging 10 bus. per acre. Barley pretty good and averaging about 25 bus. Oats about 26 lbs. and average from 26 to 27 bus. per acre; flaxseed about 8 bus.—F. G. Gebb, mgr. E. S. Movers & Co.

Cokato, Minn.—Spring wheat is averaging about 20 bus. per acre; barley about 30 bus. Oats very poor and average from 25 to 30 bus. per acre. Very little flax in this territory, about 1,200 bus. in all.—C. A. Nelson, mgr. Cargill Elevator Co.

Clara City, Minn.—Spring wheat is averaging about 10 bus. per acre; barley about 25 bus.; oats from 20 to 25 bus.; flaxseed about 10 bus. Quality of all grain fair but yield not near as heavy as last year.—C. R. Thom, mgr. Willmar Mfg. Co.

Willmar, Minn.—Spring wheat is averaging about 12 bus. per acre; barley about 25 bus. Oats poor and making about 25 bus. per acre. Very little durum wheat raised here; what the farmers get this year will be used for feed.—N. O. Nelson.

Milan, Minn.—Spring wheat averaging about 11 bus. per acre and grading mostly No. 2. Barley is averaging about 25 bus. per acre. Oats very poor and not making over 25 bus. per acre. Flaxseed first class qual., and making about 10 bus. per acre.—X.

Atwater, Minn.—Spring wheat is averaging about 12 bus. per acre; barley from 20 to 25 bus. Oats very light and average about 25 bus. per acre; flaxseed about 10 bus. per acre. Durum wheat a small yield this year.—A. W. Johnson, mgr. Farmers Co-Op. Co.

Paynesville, Minn.—Spring wheat grades No. 1 and 2 and yields 12 to 15 bus. Durum is mostly No. 1, averaging 17 to 20 bus.; oats, 25 to 35 bus. per acre, and differs considerably in weight; barley 18 to 22 bus. per acre and flaxseed 10 to 12 bus.—M. J. Roelike, agt. Duluth Elevator Co.

Atwater, Minn.—It's very hard to estimate crops this year for the various grains run so indifferent. Spring wheat runs from 12 to 15 bus.; barley about 30 bus. per acre. Oats are light and average about 30 bus. per acre; flaxseed about 12 bus. per acre.—C. O. Peterson, mgr. Amenia Elevator Co.

Maynard, Minn.—Spring wheat averaging from 11 to 12 bus. per acre; not over 300 bus. of durum wheat raised here. Barley is good and runs from 25 to 30 bus. per acre, quality is better than we had for many years. Oats are light and run from 25 to 40 bus. per acre.—W. Erlandson, mgr. New London Mfg. Co.

Kandiyoil, Minn.—Spring wheat is averaging from 14 to 15 bus. per acre. Oats are poor and run from 25 to 30 bus. per acre; flaxseed from 10 to 11 bus. I never shipped a carload of barley at this station in former years, but this year about ten carloads of this grain will be shipped out.—F. E. Lundquist, mgr. National Elevator Co.

Litchfield, Minn.—Spring wheat runs from 12 to 15 bus. per acre. Barley is a fair crop and runs from 30 to 35 bus. per acre. Flax is good and runs from 10 to 12 bus. per acre. Oats are very light and average about 30 bus. per acre. Rye is of good quality and is making from 20 to 30 bus. per acre.—F. T. Nelson, buyer Farmers & Merch. Co-Op. Ass'n.

Litchfield, Minn.—Spring wheat is averaging from 12 to 13 bus. per acre. Oats are light and average about 30 bus. per acre. Durum wheat is of good quality and runs from 20 to 25 bus. per acre. Flaxseed is very dirty and runs from 10 to 12 bus. per acre. Rye is of good quality and averaging about 25 bus. per acre.—Nels Knutson, mgr. A. O. Cornwell.

Dassel, Minn.—Spring wheat is averaging about 20 bus. per acre. Barley is of fair quality and averaging about 35 bus. Oats are light and averaging about 35 bus. per acre. The yield last year was about 40,000 bus. short, figuring what we ought to get and this year the yield will be about 35,000 bus. of grain short.—F. E. Hardy, mgr. Farmers Elevator Co.

Marshall, Minn.—Crops very poor. If weather favors us we will have about 40% of a corn crop. Barley is averaging 18 bus. per acre; oats 23 bus.; wheat 5 bus. Flax is of fair quality but light. Timothy is good and averages about 10 bus. per acre.—W. F. Simons, mgr. G. W. Van Dusen & Co.

Clara City, Minn.—Quality of grain is better than last year, but yield considerably smaller. Spring wheat is averaging about 12 bus. per acre. No durum wheat raised here. Barley averages about 23 bus. per acre and grades about No. 1

feed. Oats averaging about 30 bus. per acre; flaxseed about 8 bus.—A. C. Buethel, mgr. Northwestern Eltr. Co.

Atwater, Minn.—I bot grain in these parts for 13 years and formerly we never handled any barley to speak of, but this year the farmers, on account of the high prices, are selling all they have and are keeping none for feed. Oats are very light and average about 22 bu. per acre. Flaxseed more weedy this year; we dock from 20 to 30 %.—J. S. Swenson, mgr. Northwestern Elevator Co.

Maynard, Minn.—Spring wheat averages from 8 to 9 bus. per acre; very little durum wheat raised here. Barley is fair and averaging about 20 bus. per acre. Oats are light and averaging about 20 bus., and test from 26 to 27 lbs. Most of the flax grown here is sold to a twine company, which buys it whole, straw and all. Very little is sold to the eltr. firms, it averages about 8 bus. per acre.—O. J. Hart, mgr. Thorpe Eltr. Co.

Nebraska.

Wayne, Neb.—Oats went from 10 to 35 bus., very light. Corn is of good quality and will make about 35 bus. per acre.—M. Kroger, agt. Saunders-Westrand Co.

Meadow, Neb.—While our wheat crop is not a bumper one, it will be of good quality. Farmers are starting the huskers in this week (Oct. 21). A larger acreage of winter wheat was sown this fall than ever. So far the prospects are very encouraging.—H. G. Mundell, agt. the Evans Grain Co.

Lewiston, Neb.—Wheat in Pawnee Co., Neb., is 2-3 marketed; an average yield of about 20 bus. to the acre. Corn is out of danger of frost and will average 30 bus. per acre. Oats were below average. Farmers are disposed to hold corn for higher prices, altho it is worth 50c now, not many contracting corn for future delivery.—J. F. Todd, agt. F. A. Derby.

North Dakota.

Fingal, N. D.—Threshing around here is all done, and the farmers are all plowing, so there is very little grain marketed here these days.—A. T. Lenertz, agt. the Atlantic Eltr. Co.

Ellsberry, N. D.—All grain is badly frosted around here this year. Wheat is making from 5 to 13 bus. per acre and mostly grading no grade and rejected. Barley is from 12 to 20 bus. per acre. Of flaxseed not enough has been thrashed to get a line on, but what has been is a good sample.—R. T. Ellsberry, agt. Winter & Ames Co.

Ohio.

Lippincott, O.—Corn looked fine and is all a shock. Will be much to handle here.—J. B. Outram.

Pavonia, O.—Not a large acreage sown, on account of dry weather. Wheat sown coming on nicely. No insect trouble.—W. O. Hughes.

Columbus, O.—The Ohio State Board of Agri. reports area seeded to wheat for harvest of 1907 was 2,087,417 acres. The average yield per acre is estimated at 15.4 bushels, and the total production for the state at 32,203,181 bushels. A comparison of the above estimates with the corresponding ones of last year shows that while the area seeded for 1907 was 34,543 acres in excess of 1906 the total production is 10,525,906 bushels less than in 1906, when the average product per acre reached the record breaking point of 20.9 bus. Wheat was reported to be in a very satisfactory condition at the beginning of spring, but the very unseasonable weather during April severely retarded its growth, the estimated prospect declining 13 per cent during the month. Cold, wet weather continued for more than another month so that on July 1st the estimated prospect was 79 per cent, having gained only five points since the May report. Thru the entire season there existed great irregularities in the condition of this crop in different sections of the state, the northwest counties seeming to suffer most from unfavorable weather. The quality of the grain is quite satisfactory, being estimated at 88 per cent of an average quality.

Oklahoma.

Braman, Okla.—The new wheat crop has a fine prospect; about 25% less being sown this fall over last year. A great deal of wheat is being moved now, owing to the high prices. The corn crop is very light, making about 20 bus. to the acre; however, the bottom corn will average 40 and 50 bus. to the acre. There is no oats raised around here; seed oats will be hard to find in the spring.—H. J. Barclay, agt. the Blackwell Mill & Eltr. Co.

South Dakota.

Stockholm, S. D.—Durum wheat is fair and running from 20 to 25 bus. per acre; barley from 20 to 25 bus.; oats from 15 to 25 bus.; flaxseed from 5 to 15 bus.—A. Lindquist, mgr. Northwestern Elevator Co.

Hazel, S. D.—Spring wheat is averaging about 10 bus. per acre; durum wheat from 17 to 18 bus.; barley about 20 bus.; oats about 25 bus.; flaxseed about 12 bus.—H. Abraham, mgr. The Abraham & Schultz Co.

Bryant, S. D.—Spring wheat averaging about 10 bus. per acre; durum wheat about 20 bus.; barley about 20 bus. Oats very light crop. Flaxseed making about 8 bus. per acre.—B. D. Landon, mgr. John Larkin.

Castlewood, S. D.—Quality of all grain fair but yield small. Spring wheat averaging about 8 bus. per acre; durum wheat about 16 bus.; barley about 20 bus.; oats about 25 bus.—M. D. Burge, mgr. Atlas Elevator Co.

Vienna, S. D.—Spring wheat averaging about 16 bus. per acre; durum wheat about 20 bus.; barley about 22 bus. Oats is a light crop. Flaxseed is making about 10 bus. per acre.—E. Hanger, mgr. J. G. Ostrook & Bro.

Elkton, S. D.—Oats are very light and run from 15 to 25 bus. per acre; barley from 20 to 30 bus.; flaxseed about 15 bus. Yield is small this year but what we have is of good quality.—R. Wunsch, mgr. G. W. Van Dusen & Co.

Groton, S. D.—Quality of wheat is good, color is good and averaging about 10 bus. per acre. Barley is good but didn't turn out as heavy as last year; it is averaging about 20 bus. per acre.—G. I. Hargrow, mgr. Eagle Roller Mill Co.

Henry, S. D.—Barley is fair and averaging about 20 bus. per acre. Spring wheat is fair and averaging about 12 bus. per acre. Durum wheat mostly No. 2 and making about 27 bus. per acre. Oats very light crop.—E. Blankenburg & Co.

Rauville, S. D.—Spring wheat is averaging about 10 bus. per acre; durum 12 bus.; barley about 16 bus.; flaxseed from 9 to 10 bus.; oats test about 28 lbs., and are averaging about 21 bus. per acre.—Chas. Welch, mgr. Cargill Elevator Co.

Bryant, S. D.—Compared with last year we only have two-thirds as much grain. Spring wheat averaging about 9 bus. per acre; durum about 22 bus.; barley about 25 bus.; oats about 25 bus.; flaxseed about 10 bus.—J. Erickson, mgr. Jones & Metcalf.

Lake Preston, S. D.—Spring wheat averages about 9 bus. per acre; durum wheat about 12 bus.; barley is of good quality and runs from 20 to 22 bus.; oats are light, and average about 25 bus.; flaxseed about 10 bus.—J. Funk, mgr. Western Eltr. Co.

Lake Preston, S. D.—Spring wheat runs from 8 to 10 bus. per acre; durum wheat from 12 to 14 bus.; barley averages about 25 bus.; oats test 24 lbs. and average about 30 bus.; flaxseed about 8 bus. per acre.—H. B. Erickson, mgr. Eagle Roller Mill Co.

Hazel, S. D.—About $\frac{1}{2}$ a crop. Spring wheat is fair, grades No. 2 and averages from 8 to 10 bus. per acre; durum about 20 bus.; barley about 18 bus.; oats test about 28 lbs. and average about 25 bus. per acre.—H. S. Havens, mgr. Anchor Grain Co.

Groton, S. D.—Quality of wheat good; averaging about 12 bus. per acre. Quality of barley extra good and averaging about 25 bus. per acre. Think no oats to ship. Flaxseed making from 10 to 12 bus. per acre.—W. Sullivan, mgr. Atlas Elevator Co.

Brookings, S. D.—All in all we have about $\frac{1}{2}$ crop. Spring wheat good No. 1 and making from 6 to 8 bus. per acre; durum wheat about 15 bus. Barley runs from 18 to 30 bus. per acre; oats from 20 to 25 bus.—F. M. Kramer, mgr. G. W. Van Dusen & Co.

Corona, S. D.—Spring wheat is fair and averaging about 15 bus. per acre; barley about 25 bus. Oats of poor quality and making about 40 bus. per acre. Flaxseed is very dirty and averaging about 11 bus. per acre.—R. L. Leschinsky, mgr. Miller Elevator Co.

Corona, S. D.—About $\frac{1}{2}$ of the barley in these parts is in and most of it averaged from 30 to 35 bus. per acre. Oats are averaging about 45 bus. per acre. Almost everything is spring wheat. Flaxseed is very dirty. Joe Martens, mgr. Farmers Elevator Co.

Elkton, S. D.—About $\frac{1}{2}$ a crop of all grain. Durum wheat runs from 15 to 20 bus. per acre and mostly No. 2. Very little spring wheat raised here; what we have is mostly No. 2. Oats test from 24 to 27 lbs. and average from 25 to 35 bus. per acre.

Barley is the best crop we have and runs from 20 to 30 bus. per acre. Flaxseed is good and is making from 18 to 20 bus. per acre.—C. O. Brunsoman, mgr. Sleepy Eye Mfg. Co.

Aurora, S. D.—Not much spring wheat raised here; what little we have runs from 10 to 12 bus. per acre. Durum wheat averages about 18 bus. per acre; barley about 20 bus.; oats about 20 bus. All told, we have about $\frac{1}{2}$ crop.—A. Stone, mgr. Farmers Elevator Co.

Milbank, S. D.—Spring wheat averaging about 12 bus. per acre; durum wheat about 20 bus.; barley grades No. 4 feed and averages about 25 bus. per acre; oats about 30 bus.; flaxseed 12 bus. All grain is of good quality this year.—E. E. Ingold, mgr. McIntyre-Ingold Co.

Castlewood, S. D.—All in all we will have about $\frac{1}{2}$ a crop. Barley is making about 15 bus. per acre; durum wheat about 12 bus.; spring wheat about 5 bus. Oats test from 16 to 24 lbs. averaging from 15 to 20 bus. per acre.—Wm. Marshall, mgr. Farmers Elevator Co.

Bradley, S. D.—Spring wheat making from 10 to 15 bus. per acre; durum wheat about 20 bus. Flaxseed making little better than 10 bus.; barley about 20 bus. We will not have over a car load of oats apiece to ship.—J. H. Dean, mgr. Geo. C. Bagley Elevator Co.

Aurora, S. D.—We have a good big $\frac{1}{2}$ a crop. Spring wheat averaging from 6 to 7 bus. per acre. Barley not very good and making about 15 bus. per acre. Oats very light, test from 20 to 26 lbs. and average about 20 bus. per acre.—C. A. Ripley, mgr. Sleepy Eye Mfg. Co.

Watertown, S. D.—We have not more than $\frac{1}{2}$ crop this year. Oats are very light and run from 15 to 20 bus. per acre; barley from 15 to 20 bus. per acre; spring wheat from 7 to 8 bus.; durum wheat about 15 bus. per acre.—John H. Selmsier, mgr. G. W. Van Dusen & Co.

Forestville, S. D.—Spring wheat is averaging about 6 bus. per acre; durum from 10 to 12 bus.; barley from 15 to 20 bus. per acre. Oats are extremely light and run from 5 to 6 bus. per acre. Flaxseed about 12 bus. per acre.—F. H. Doedon, mgr. McCaull-Webster Elevator Co.

Henry, S. D.—Spring wheat averaging about 8 bus. per acre and quality is fair. Durum wheat is making about 12 bus. per acre and quality is good. Barley is good and averaging about 20 bus. per acre; oats about 25 bus.; flaxseed about 5 bus.—H. H. Parliament, mgr. Atlas Elevator Co.

Bristol, S. D.—Hard spring wheat mostly No. 2 and averaging about 11 bus. per acre. Barley is pretty good and averaging about 22 bus. per acre. Flaxseed from 8 to 10 bus. per acre. Durum wheat all No. 1 and averaging about 25 bus. per acre.—N. Moxness, mgr. Crown Elevator Co.

Henry, S. D.—Hard spring wheat is good and averaging about 10 bus. per acre. Durum wheat is fair and making about 15 bus. per acre. Barley is good and making from 18 to 20 bus. per acre. Flaxseed all No. 1, but very little will be marketed here, about 15,000 bus. Oats are very good, test from 28 to 30 lbs. and average about 29 bus. per acre.—C. A. Patterson, mgr. G. W. Van Dusen & Co.

Grover, S. D.—Barley runs from 20 to 30 bus. per acre; spring wheat from 10 to 18 bus.; durum wheat from 20 to 40 bus. Oats are light and are making from 15 to 30 bus. per acre. Flaxseed is a pretty good crop and runs from 10 to 15 bus. per acre.—R. H. Doedon, mgr. Hawkeye Eltr. Co.

Rauville, S. D.—Durum wheat is averaging about 12 bus. per acre, some of the durum wheat is frosted. Spring wheat is averaging about 10 bus. per acre. Barley from 18 to 20 bus. per acre. Oats are light and making about 30 bus. per acre.—A. Miller, mgr. Northwestern Elevator Co.

Brookings, S. D.—We have about $\frac{1}{2}$ a crop. Spring wheat is averaging about 10 bus. per acre. Durum wheat not very good and making about 20 bus. per acre, barley about 18 bus. per acre. Oats light and averaging about 20 bus. per acre; flax about 10 bus.—F. B. Olson, mgr. Atlas Elevator Co.

Andover, S. D.—Hard spring very good and averaging between 10 and 11 bus. per acre. Durum wheat is of good quality and making about 23 bus. per acre. Oats test from 38 to 40 lbs., and making about 40 bus. per acre; flaxseed about 14 bus. per acre.—J. A. Johnson, mgr. Geo. C. Bagley Elevator Co.

Elrod, S. D.—Quality of spring wheat good and averaging about 11 bus. per acre. Durum wheat is good and averaging about 18 bus. per acre. Barley is good and making about 15 bus. per acre. Flaxseed about 12 bus. per acre. We will not have 3 cars of oats to ship this year.—E. J. Heiser, mgr. W. I. Thomson.

Lily, S. D.—Spring wheat of good quality and averaging about 9 bus. per acre; barley good and making about 25 bus.; flaxseed from 9 to 10 bus. All grain of better quality than last year excepting oats. Durum wheat making about 18 bus. per acre.—James Anderson, mgr. Farmers Union Elevator Co.

Watertown, S. D.—Crops very fair, somewhat light in yield but quality is best we had for a number of years. Spring wheat is averaging about 12 bus. per acre; durum wheat about 18 bus.; barley about 18 bus.; flaxseed about 10 bus. Oats are light and average about 20 bus. per acre.—A. Hammam, mgr. Pacific Elevator Co.

Andover, S. D.—Hard spring wheat is averaging about 10 bus. per acre. Durum is averaging about 18 bus. per acre. Oats are very good and making about 30 bus. per acre. Barley is of good quality, tests from 46 to 49 lbs. per bus., and averages about 25 bus. per acre. No corn to ship.—T. P. Jones, mgr. Empire Elevator Co.

Wisconsin.

Madison, Wis.—Yields per acre are estimated at 16 bus. of wheat; 17 bus. of rye, 25 bus. of barley and 22 bus. of oats. Condition of corn is 76% and of beans 93%. The yield of oats and barley as shown by threshing, was a disappointment to those who had judged the probable production from appearance of crops in the field. Not only is the yield light, but oats, especially, are of poor quality. Barley, while better than oats, is not equal in grade to the crop of the past two years. Wheat and rye show an average well up to that of the past five years.—John M. True, Secy. Board of Agri.



Going Some.—Portland Oregonian.

Baltimore Weighing and Inspection Depts.

Down East, close to the throne of our National Government, there are hundreds of grain dealers and thousands of farmers who believe Federal weighing and inspection of grain will eventually be inaugurated by our Government, because many of those who raise grain and some who buy it are influential with politicians who wield scepters of power in both houses of Congress. It is unlikely that the movement for Federal inspection will ever become general among grain dealers, for most of them have faith enough in themselves and their competitors to believe each capable of running his own business, and as a whole to supervise weighing and inspection of grain successfully without the assistance of the politicians. There are some grain exchanges and boards of trade in this country which are demonstrating this to be a fact. Baltimore is one of them.

Members of the Weighing and Inspection departments of the Baltimore Chamber of Commerce, each working separately and in distinct competition with each other so far as good work is concerned, yet with a check upon each other, and the railroads, that renders grafting impossible even if there were a disposition to do so, and in case of error making it possible easily to rectify it, make a machine that is about as near perfect as any market can hope to secure.

A car load of grain, originating, say in Ohio, is billed to a commission firm in Baltimore. As soon as the grain reaches the city it is placed in the elevator yards—Baltimore has no outlying districts or side tracks upon which the grain can be held for a week or so before disposition is made of it. All grain shipped to Baltimore in car lots goes thru either the B. & O. or Pa. elevators before it reaches the buyer. Since the grain yards are adjacent to the elevator, as the accompanying illustration shows, grain that is inspected one day is *unloaded the same day*, so there can be no change in its quality from inspection to unloading.

As soon as a car of grain is placed in the elevator yards a member of the

Baltimore Chamber of Commerce Weighing Department.



Chief Weigher Jas. H. Warren and some of the Deputy Weighers.

Weighing department and a representative of the railroad *go together*, and investigate the condition of the cars. They take a record of the seal numbers and make various other notations that will be of service to the shipper in filing a claim for shortage in transit. Whenever a car is found that leaks, and the records show that thirty per cent of them do, both representatives make a note of it in memo provided for that purpose and each signs the others record book. This is very important to the shipper as it will appear, for in case of shortage there can be no dispute by the railroad as to whether the car leaked or not, for the weighing department has the signature of their representative to that effect. So all the shipper has to do in case of shortage is to make affidavit to his weights and put in his claim. The railroad does the rest and that quickly. Practically all claims origi-

nating in Baltimore are paid at once and not even $\frac{1}{4}$ of 1% discount "for natural shrinkage" is allowed the railroads. A diagram of a car box on the back of the weight certificate shows where the car leaked and helps the shipper to collect the full amount of his claim.

A grain inspector follows the car inspectors, takes a sample from all cars not grading, and sends it at once to floor of the Chamber of Commerce, together with such data as will identify the grain. The receiver can pass on the sample and if he believes the Inspector has erred he at once calls the grain comite of the Chamber of Commerce. Baltimore has a comite for nearly every kind of grain that grows, said comite passing upon the quality and grade of the grain, either approving or rejecting the judgment of the Inspector. Its decision is final.

It might be well to say in this connec-



Penn. Railroad Terminals and Export Elevators Nos. 1 and 3 as Seen from B. & O. Terminals.



B. & O. R. R. Terminals and Export Elevators "B" and "C" at Baltimore.

tion that the laboratory established in Baltimore by the Government has enabled the receiver to prove to the shipper beyond a doubt that he was getting a square deal.

If the car of grain is not ordered held for some cause after it has been inspected, it is run to the elevator and unloaded. A representative of the Weighing Dept. actually stays right at the car and sees that the sink into which the grain is shoveled is clean and the car itself well swept out.

Another representative on the weighing floor of the elevator sees that the hopper scales are balanced after each draft and takes a double check on the weight. Besides recording the weight as registered on the scale, the representative notes the weights and their denomination on the balance. For instance if there were three 2,000 pound weights used in weighing, the weigher would record 3-2s so in case of dispute with elevator weigher or the

shipper the Weighing Department has a double check on its record.

After grain is weighed it is run into proper bins and passes from under the supervision of the Weighing Department until it is loaded out or is changed or run thru the drier on account of getting out of condition.

The Inspection department keeps a close watch on it, however, and if there is any question about its condition it is ordered handled. Farther than this, the grain committee of the Chamber of Commerce goes thru the elevators once a month and sees that all grain is in proper condition. The Weighing Department keeps a stock account so that it knows the amount of grain that should be in each elevator.

In case a cargo of grain for export is to be loaded both the departments are alert to see that only correct weights and grades are given. This efficient system makes it a very rare thing for Baltimore

grain, exported to fall short in weight or grade.

A great deal of grain is transported by schooners up and down the Atlantic coast and practically all of the grain raised by farmers along the seaboard and the Chesapeake that separates Maryland is carried to market in schooners which hold from 2,000 to 15,000 bus. each. They are unloaded at the elevators under the supervision of the weighing and inspection departments by means of a marine leg or at the floating elevator of Pitt Bros. In fact 75% of the schooner grain is unloaded into the floating elevator of this firm as shown in the illustration. It is a very interesting as well as inspiring sight to see fifteen or twenty of these white winged sea birds lazily floating on the waters of the Patapsco waiting for a chance to deliver their cargo beneath the shadows of the old fort McHenry where



Penn. Railroad's Export Elevator No. 3 at Baltimore, and Pile Driver, Putting in Foundation for Tanks of 1,000,000 bus. Storage.

the British stumbled against defeat almost a century ago.

Chas. McDonald, Jr. is chief of the Inspection Dept. and as a man of ability and integrity needs no eulogy. All his life which has been a long one has been devoted to the grain business.

Jas. H. Warren is chief of the Weighing Department and altho practically a new man in Baltimore he had proved his worth before he went there from St. Louis. Under his supervision many changes have been wrought and dissatisfaction that once was well known in relation to weighing in Baltimore has entirely disappeared. He began about a year ago to put the department on an efficient working basis with seven men; today he keeps 28 busy. He is a man thoroly informed in the elevator and scale business and the innovations he has made during his tenure of office have been many, the most conspicuous of them all being the practicability of his system which allows the shipper to collect claims at once and in full.

Those interested in the weighing of grain are the shipper, carrier and receiver, whose interests have seemed hitherto to conflict. In Baltimore they are co-operating for the benefit of each other and it would appear that those enthusiasts who believe the grain men incapable of attending to their own interests would better make a study of conditions existing in Baltimore before they further agitate Federal supervision of weighing and inspection.

Telegraphers' strike causes serious delays. Superintendent of Western Union says there is no delay. What a charming liar. One firm at Toledo received a message which was started from Illinois several days before. It came by mail part way. Many interior towns are without any commercial service.—C. A. King & Co.

Substitution of Kerosene for Gasoline.

We have published considerable information during the last four months in regard to the economy and advantage to be attained by country elevator operators by substituting kerosene for gasoline as fuel for operating a gasoline engine. The letters reproduced herewith show a wider difference of opinion than has previously been brot to light. Our readers and ourselves will be very glad to learn the experience of any who have put kerosene to a practical test as fuel for operating his engine.

BLACK SMOKE, ODOR AND CARBON RESULT FROM THE USE OF KEROSENE.

Grain Dealers Journal: Taking up the question of Internal Combustion Engines using kerosene or gasoline for fuel, this important question is worthy of considerable thot and attention from all manufacturers of combustion engines, and also from the various editors of the enterprising journals who are advancing the cause of these engines as the prime mover in the motive power world.

We have done considerable experimenting along this line and find that it is impossible to start the regular gasoline engine on kerosene without going to considerable trouble and to one-half hours time. But we can start these engines on gasoline, run them about five minutes, then open the by-pass to the kerosene tank and use this for fuel and the engine will continue to operate. It shows no apparent change in speed or operation of the mechanical parts, but we do find that the exhaust is very objectionable, and it seems impossible to overcome this. Many times a black smoke comes from the end of the exhaust pipe. At other

times there is no black smoke, but the odor is very strong.

We have tested our engines on this basis and have run them for a week's time without any apparent trouble other than stated. But if the engine has been allowed to stand Saturday night, Sunday and Sunday night, we find that it is a very difficult matter to start it and it will not work satisfactorily after it is started. The reason being, that the carbon formed by the impurities in the kerosene gums the valves, sparking apparatus and rings to such an extent that the engine has to be taken apart and thoroly cleaned, but after this is done the engine will again operate satisfactorily by starting on gasoline.

Again we find in the consumption of fuel that we use about one-third more kerosene than gasoline and we believe that if the kerosene engine would come to be universally used that the price would be advanced, the same as the price of gasoline, and in the end it would take more to operate the engine on kerosene. It causes ten times as much trouble and annoyance as gasoline as used at the present time.

The only objection at the present time to the kerosene is to the carbon formed. Until this is overcome, we do not want to recommend our engines for use on kerosene, as we know that it will not give our customer the satisfaction a gasoline engine will and if he has to spend every Sunday for two or three months cleaning out his engine he will get sick and tired of his bargain and condemn the engine.

There are few manufacturers who are building strictly a kerosene engine, and they use special apparatus for same. From all reports these engines are giving satisfaction, but the people purchasing them fully realize what they are buying and expect to have additional trouble in keeping the engine clean. Ninety-nine per



Floating Elevator Unloading Grain Laden Schooners at Baltimore. (See page 524.)

cent of the people buying Internal Combustion Engines after having purchased the kerosene engine, would condemn the engines in a few months.

It is all right if the man will build his engine especially for kerosene and when he sells the engine thoroly posts and instructs the purchaser as to what he can expect as to caring for the engine.—A. E. M.

MADE TESTS USING MIXTURE OF KEROSENE AND GASOLINE.

Grain Dealers Journal: After considerable delay we shall now give you the results of our experience in using a mixture of kerosene and gasoline with the Dempster Gasoline Engines.

The engine selected for the experiment is one of our regular 8 H.P. Horizontal Four Cycle type. This engine is in daily use in our Steel Tank Department and works on a variable load ten hours a day. The experiment began last June and continued until about the middle of August.

We shall relate here the results obtained showing the percentages of mixture, hours run, gallons per hour, cost per gallon and cost per hour, for a few of the days. The time omitted from the table shows the same results with the different mixtures. For instance, the engine was run for twelve days on 50% kerosene and 50% gasoline and gave practically the same results in cost per hour. The slight difference being accounted for by the variation of load.

On June 8, 1907, the engine was cleaned and again on June 12, 1907, it was examined and found to be in excellent condition. It was then permitted to run until August 9 when it was examined again and found to be somewhat foul in the compression chamber. The piston, rings and cylinder were found clean and bright.

On June 8 a ½-in. compression plate was put on, but June 17, was removed. Again on July 30 the same compression plate was put on. By referring to the table it will be seen that practically no difference in the cost per hour is shown with or without the compression plate.

During the tests made no change was made in the carburetor from the regular pattern used for pure gasoline. It was found necessary to regular the feed with the needle valve when changing from the mixtures to gasoline and *vice versa*.

The method followed in using the various mixtures was to connect two fuel tanks to the engine; one for gasoline and one for the mixture of gasoline and kero-

osene. These tanks were connected to the same suction and return pipes from the carburetor, with ¼-in. globe valves used to shut off the fuel not in use.

It was found necessary to start the engine with pure gasoline and after about five minutes the mixture valve was opened and the gasoline valve closed. About fifteen minutes before shutting down the gasoline valve was opened and the mixture valve was closed. This was for the purpose of having gasoline in the pipes ready for the next start. The distance from the engine to the tanks would determine the length of time this should be done before stopping.

The observations of the number of impulses per minute were taken at various times during each day, but could not be considered an accurate average so are not given in the table.

It will be observed that after the first day, June 8, the results do not vary much and the variation can easily be considered as the result of difference in amount of work done.

Experiments with the same engine using pure kerosene and denatured alcohol show practically the same results. As in the experiment with the mixtures no change was made in the pattern of carburetor, and no extra attachment used.

At the same time our experiments were being conducted, one of our 12 H.P. 4 cycle engines at Wallace, Kan., was run with gasoline of different grades, various percentages of kerosene and gasoline mixtures and pure kerosene. The owner of this engine reports very satisfactory results. His use of the different fuels resulted from necessity and not from a desire to experiment, because in the small town it was frequently difficult to obtain gasoline of any grade.

Hoping you may be able to use this article for the benefit of your readers and offering any additional information you may desire as we continue our experiments we remain, Yours truly, Dempster Mill Mfg. Co., W. T. Stockton, Beatrice, Nebr.

CHANGES NECESSARY STOPPED EXPERIMENTS WITH KEROSENE.

Grain Dealers Journal: We are not using kerosene in our gas engine. You have been misinformed. We tried kerosene, but found we had to change our sparkers and make other changes, so decided not to experiment till crop movement is over. Yours truly, Rolfe Grain Co., per W. C. Brown, mgr. Rolfe, Ia.

FOR BEST RESULTS USES 60 TO 70% KEROSENE, BALANCE GASOLINE.

Grain Dealers Journal: Our experience with kerosene in gasoline engines has been very satisfactory, in fact we have run on either kerosene, gasoline or alcohol without any change in the engine and without the use of any attachments or appliances. In other words, the engine is adapted to use either one of the fuels named and the change can be made from one fuel to the other instantly, if supply tanks are fitted for that purpose. We have found that the best fuel, everything considered, is a mixture of kerosene and gasoline, about 60 to 70% kerosene and balance gasoline.—Dempster Mill Mfg. Co., Beatrice, Nebr.

ODOR FROM KEROSENE USED IN ENGINE ONLY OBJECTION.

Grain Dealers Journal: In reply to your letter asking if Alamo engines could be run on kerosene instead of gasoline, we can say that we are furnishing our engines to run with this fuel. Our engines can be run on kerosene just as they are equipped for gasoline, but for ease of starting we advise a slight change on the engine, which, if it is so ordered, we will make here at the factory before it is shipped; or if any of our customers who now have engines so desire, we make this change for them at a very small cost.

We have made very complete and prolonged experiments with kerosene fuel, and outside of the slight but inevitable odor which all kerosene engines have, the operation is quite as satisfactory as gasoline. In most places where the ventilation is at all good this odor is not at all objectionable.

We have been able to overcome the difficulty in starting on kerosene in a very nice manner, without the use of a torch which so many use. The engine starting from cold and coming up to full load on kerosene in from 1 to 1½ minutes.

We are looking for kerosene to be quite largely used in the future, particularly in the districts where the price of gasoline is considerably above that of kerosene. You need have no fear in advising your readers that satisfactory operation can be had on kerosene. That an engine will pull as great a load and that the fuel consumption is not any greater than with gasoline. Yours truly, M. Beck, Chief Engineer, Hillsdale, Mich.

Southern Spain this year has poor crops of wheat, barley, rye and oats.

The trade paper is responsible for the nearly uniform level of, and rapid improvement in, merchandizing methods throughout the country and works for the highest commercial standards.

It pays a buyer to keep posted as to the results of smutty wheat and yellow berries in the milling process, to know how the good and bad wheat turns out and what price it fetches.—A. J. Kaufman, agent Northwestern Eltr. Co., Appleton, S. D.

The international European committee formed to draw up a grain certificate met at Hamburg Oct. 4, but owing to the prospect that American sellers would refuse concessions in the present state of the markets an adjournment was taken without action. Later a conference will be held at Hamburg or London.

Fuel Tests with 8 H. P. Dempster Engine Using a Mixture of Kerosene and Gasoline.

Date.	Kerosene.	Gasoline.	Hours run on mixture.	Gallons per hour.	Cost per gallon.	Cost per hour.	R. P. M.
June 8	25 %	75 %	2	75	\$1.450	\$1.0875	292
June 10	33 1/3 %	66 2/3 %	8.75	628	1.400	.07792	292
June 11	50 %	50 %	9.25	594	1.300	.07722	292
June 12	60 %	40 %	8.92	607	1.240	.08527	285
June 13	66 2/3 %	33 1/3 %	8.50	676	1.200	.08112	285
June 14	70 %	30 %	7.12	600	1.180	.07080	285
June 15	80 %	20 %	7.72	695	1.240	.08610	285
June 17	50 %	50 %	8.40	606	1.300	.08608	285
June 18	50 %	50 %	8.03	740	1.300	.09820	285
July 27	50 %	50 %	8.83	600	1.300	.07800	285
July 29	50 %	50 %	9.25	634	1.300	.08242	285
July 30	50 %	50 %	4.50	550	1.300	.07160	285
July 31	50 %	50 %	9.50	605	1.300	.07065	285
Aug. 1	50 %	50 %	9.08	578	1.300	.07514	285
Aug. 2	50 %	50 %	9.00	666	1.300	.08608	285
Aug. 5	50 %	50 %	7.75	667	1.300	.08671	285
Aug. 5	60 %	40 %	8.08	633	1.240	.07849	285
Aug. 6	60 %	40 %	8.91	647	1.240	.08023	285
Aug. 7	65 %	35 %	9.00	556	1.210	.06727	285
Aug. 8	65 %	35 %	9.00	660	1.210	.07986	285
Aug. 9	70 %	30 %	8.66	692	1.180	.08166	285
Aug. 13	70 %	30 %	5.93	685	1.180	.08016	285
Aug. 14	70 %	30 %	8.42	712	1.180	.08016	285

Meeting of Illinois Grain Dealers at Peoria.

President E. M. Wayne and Sec'y Strong of the Illinois Grain Dealers Ass'n have been endeavoring for several months to stimulate interest among the various local ass'ns of the State in a meeting to be called for the express purpose of discussing the car shortage, with the aim in view of submitting to the Railroad & Warehouse Commission, a rule, to be enforced by it that would insure a just and equitable distribution of cars. Finally it was decided to hold a joint meeting at Peoria, Oct. 17.

The large attendance at the meeting, and the interest shown in the question of car shortage and remedy, completely vindicated the officers' in their earnest efforts to make the meeting a success. It was a convention in which every shipper took part, because he was vitally interested. At the same time most of the delegates were cognizant of the fact that no rule could be formulated which would not work a hardship on some one, and practically every man demonstrated he was not endeavoring to solve the shortage problem from a selfish motive, but for the general aggrandizement of the grain trade.

OPENING SESSION.

President Wayne called the first meeting to order at 1:30 Thursday afternoon in the Council Room of the Peoria City Hall. He then explained the purpose of the meeting:

Car Shortage Problem.

During the past few years we have had trouble about the distribution of cars. Some of us think our competitors have been treated better than we, so from different sources cases have come before the officers of the Ass'n and we in turn have gone to the Railroad & Warehouse Com'n. We have gone to them and presented each case as we received it from individual grain dealers and the Com'n would inform us it had no authority to decide matters of that kind, and knew of no law by which it could compel the railroads to do the things asked. The Commissioners then told us if we could get the Grain Dealers Ass'n to prescribe a rule that was just between man and man they would endeavor to get the railroads to accept it.

Now, gentlemen, we are here to formulate some rule to regulate the distribution of cars which we will present to the Railroad & Warehouse Com'n and it in turn will submit it to the railroads.

There is another matter of more or less importance to the grain dealers in consideration of the fact that many have unfortunately sold oats for future delivery. We want to deliver 3 white oats in Chicago on contract at a discount of 3c per bushel. This matter is of vital interest to the country shipper and I hope to see this meeting adopt a resolution to that effect; also a resolution condemning 5c a bushel discount on No. 3 corn. We want a more reasonable discount.

I will read the methods now in vogue for distributing cars, then I hope to hear from all of you on this subject:

Various Methods of Car Distribution.

- To whoever wants them as it seems best to the Railroad company and train crew.
- To whoever has the most influence with the Railroad company or train crew.
- By number of firms in a town.
- By the number of elevators in a town without reference to number of firms.

- By the amount of shipping done by a given firm at each station.
- By payments to train crew at so much per.
- By getting good will of train crew in various ways.
- By estimating capacity of elevators at each station.

S. W. Strong: This car shortage question has been referred back to the officers of this Ass'n by Chairman Boyd of the Railroad & Warehouse Com'n; accordingly, some time ago I sent a letter to the officers of the local divisions to have the matter carefully considered in meetings. It seems so far there has not developed a well defined idea as to the solution of the problem.

J. P. Woolford: We held a meeting at Tuscola last Tuesday night and talked over this question, but we could not agree. I know of one line in Illinois that gives the elevators on its line three a week, then four and five when they can spare them. I think the best way to get around this is to have the chair appoint a comite of seven and let it get together and do something.

D. H. Curry: I would like to ask if any gentlemen here find that the distribution of cars rests with the train crew. It is the business of the train dispatcher to attend to this and the train crew has nothing to do with it. I am not aware that a train crew or agent is allowed to handle the disposition of cars.

E. C. Boyer: Down my way it takes a big water melon or a yellow legged chicken to get cars. You've got to get out of your office and shake hands and buy booze or you don't get a car. The station below me is a way station and all local freight from Chicago is changed there. It is a matter of record that all during last winter when I was begging for cars they had all the cars they wanted at that station. I couldn't get one. I had to interview the train crews and I can prove you can't get cars if you don't do it.

J. P. Code: I know from experience at four points you can get cars by donating \$1.00 or \$2.00 to the train crew, for at two points we refused to do this and didn't get cars.

Pres. Wayne: I understand cars are to be \$5 apiece this year.

E. C. Boyer: Boys, I tell you when you bribe the train crews you have lost your dignity; your dignity is all in.

A. M. Blythe: I have had some experience and I know the good will of a train crew is worth something. I got acquainted with the Supt. of Division of our district and thru his good will have often had empty cars set out for me. I make it worth their while. I knew a freight conductor who kept a horse and cow. He sent for five sacks of corn. I told he was going to pay for it. Not long after he sent for some more corn and he kept that up for a year and I kept getting cars until he was promoted.

G. W. Cole: I have 5,000 bus. of hot wheat and 5,000 bus. of hot oats on hand, can't get cars to ship, and no room in elevator to run it over. On my way here I counted empty cars until I became tired and then estimated there were at least 300 along the way. It looked like very poor service to me. I used to think if you treated the railroads in a businesslike way they would treat you the same, but I have changed my mind. I believe there is something back of this shortage that is working to the detriment of the grain dealer. I have lost \$300 in the last three months because I couldn't get cars. I spent \$50 telegraphing and telephon-

ing, they promised and promised me, but I only get a few. I have never given a dollar for cars altho I have been approached. I said I wud not buy cars until I went into the railroad business and have stuck to it.

H. A. Hillmer: I think a just and equitable distribution of cars could be secured if the division was based on amount of grain shipped from a given point during preceding year. I move that cars be distributed on such a basis.

E. C. Boyer: There's nothing fair about that rule.

H. A. Hillmer: In the case where a factory is manufacturing ten cars of material a day and another makes only one isn't it fair to the large manufacturer who has ten times as much money invested to get ten times as many cars? I don't think that is discrimination.

D. H. Curry: That is utterly contrary to law, gentlemen. The large shipper is entitled to the first car, me to the second, etc. That is law. There shall be no discrimination. I think the present method is satisfactory.

C. B. Barr: I second the motion of Mr. Hillmer. I don't see how a division of the cars could be justly made unless in proportion to business done.

G. D. Montelius: I agree with Mr. Hillmer. We are so situated that we have a complaint to make. For instance, we have an elevator with a capacity of 250,000 bus. while our competitor only has a 60,000 house. If cars were equally divided we would be closed half the time and our competitor would have all he needed. If that wouldn't be discrimination I don't know what is. It would tie our hands and give him business.

E. C. Boyer: I tell you I am all out of it if you try to formulate a rule to help the big fellow and get the best of the little fellow. I am all out of it. It is discrimination from start to finish. It's Standard Oil tactics.

D. H. Curry: I think any rule passed here that is contrary to law will weaken instead of strengthen our position. I know whereof I speak. I had a suit with the Illinois Central and that question was decided. Cars must be divided equally among shippers whether they be dealer or farmer.

Tom Abrams: I built a large elevator because I couldn't get cars and I believe the man with the big elevator has a decided advantage for he has room to hold grain.

P. A. Felter: Any rule formulated which recognizes the big fellow and ignores the little fellow will be time wasted. All I ask is a square deal for myself and neighbor.

Pres. Wayne: We have overlooked one or two things. I think we should go before the Railroad and Warehouse Com'n and ask them to change some arbitrary rules of the railroads. I think the rule is wrong which prohibits the loading of straw in stock cars. We will admit at times that such would be a little hazardous, but by placing the cars at the rear of the train think there would be very little danger.

I think it would be well to formulate a rule whereby all applications for cars shall be made in writing. Let the agent keep a copy, send one to the car distributor and you keep one. Also believe it would be well to have cars billed direct to those who want them. This would do away with selling by the train crew. We must bear in mind we can't formu-

late a rule that will be satisfactory to all. Somebody will get hurt.

J. P. Woolford: *I move* that a resolution comite be selected, one delegate from each local to be represented on the comite to formulate a rule to present to the Railroad & Warehouse Com'isn.

H. A. Hillmer: Then I temporarily withdraw my motion.

Mr. Woolford's motion was carried and the following comite chosen.

Comite on Resolutions.

Tom Abrams; M. Truby; H. A. Hillmer; Geo. Pratt; Edwin Beggs; P. A. Felter; D. G. Corbin; J. W. Probasco; Wm. Murray; E. C. Boyer.

Meeting adjourned until 8:00 p. m.

Evening Session.

The evening meeting was called to order by President Wayne at eight o'clock and some time was devoted to the discussion of short weights in Memphis. W. L. Shellabarger outlined his troubles with the southern city. Then the Comite on Resolutions was asked to report.

Tom Abrams, Chairman of the Comite, read the following resolution and moved that it be adopted:

Weighing Charges at Chicago.

RESOLVED, That it is the sense of the Illinois Grain Dealers Association in Convention assembled, that the increase in the weighing charges put in force by the Weighing Department of the Chicago Board of Trade, September 1st, 1907, should be rescinded and discontinued; inasmuch as the report of the Secretary of the Board of Trade for the year 1906 shows that the Weighing Department of the Board of Trade yielded a net profit of \$10,640.

That the Secretary of this Ass'n. is hereby directed to forward a copy of this resolution to the President and the Secretary of the Chicago Board of Trade.

At the close of the reading A. E. Schuyler defended the action of the Chicago Board of Trade among other things saying that he didn't think the Ass'n ought to adopt such a resolution without investigating the facts concerning the Weighing Department.

W. L. Shellabarger: What is the salary of Chief Foss?

A. E. Schuyler: He will have to answer for himself.

Pres. Wayne: I understand it is \$10,000 a year.

W. L. Shellabarger: Doesn't he get a per cent on all grain weighed which makes his salary about \$17,000 a year?

Pres. Wayne: I understand it is about \$23,000.

A. E. Schuyler: That is ridiculous. It doesn't amount to any such sum as that.

W. L. Shellabarger: I don't particularly object to the increase of our friends in Chicago, for they are our friends except on general principles. I think we ought to call a halt on these different advances. Why didn't they ask us about it before they made the advance?

The resolution was then adopted as read without a dissenting voice.

The resolution relating to interest charged on advances was read as follows and the chairman moved its adoption:

Repeal Interest Rule.

RESOLVED, That it is the sense of the Illinois Grain Dealers Ass'n in Convention assembled, that the interest as charged by the Chicago Board of Trade of the City of Chicago, and the Merchants Exchange of the City of St. Louis, is unfair and unjust to the country shipper, and we fear that it tends to the delaying of business. And we respectfully request and petition the governing committee of the Chicago Board of Trade and the Merchants Exchange of St. Louis, that the rule be repealed. Or that it be

reduced to the actual time which is needed to unload cars. Not exceeding seven days.

That the Secretary of this Ass'n. is hereby directed to forward a copy of this resolution to the President and the Secretary of the Chicago Board of Trade, and the President and the Secretary of the Merchants Exchange of the City of St. Louis.

Resolution was adopted without debate, viva voce.

Resolutions relating to discounts on corn and oats and three corn were read and adopted as follows:

Discount Unreasonable.

RESOLVED, That it is the sense of the Illinois Grain Dealers Ass'n in Convention assembled that the discount of 5c per bushel on three corn deliverable on contract is unreasonable and unjust, to the Grain Dealers in the State of Illinois, and we hereby request your Honorable Body to change the rule so that discount shall be 3c instead of 5, as now in force.

That the Secretary of this Ass'n is hereby directed to forward a copy of this resolution to the President and the Secretary of the Chicago Board of Trade.

Three Oats on Contract.

RESOLVED, That it is the sense of the Illinois Grain Dealers Ass'n in Convention assembled, that we see that your Honorable Body is considering the advisability of changing the present rule which prohibits the delivery of No. 3 oats on contract, and are contemplating a rule permitting three white oats to be delivered on contract at 3c per bushel discount; and we respectfully represent that we most cordially approve and urge the adoption of the contemplated change.

Resolution relating to Distribution of Cars upon which the comite had labored for three hours and upon which the entire meeting hinged was read and read as follows:

Distribution of Cars.

RESOLVED, That it is the sense of the Illinois Grain Dealers Association that cars be distributed equally among various elevators in actual operation along any line of railroads.

That we emphatically urge this rule to be followed without favoritism or partiality. Signed: Tom Abrams, H. A. Hillmer, Geo. Pratt, Edwin Beggs, P. A. Felter, D. G. Corbin, J. W. Probasco, Wm. Murray, E. C. Boyer.

After considerable discussion along the lines of argument that had developed in the Comite room H. A. Hillmer called up the motion he had made in the afternoon to the effect that cars should be distributed to various elevators on basis of business done during previous year, and offered his motion as a substitute for resolution offered by comite.

W. L. Shellabarger: I move that we address a resolution to Gov. Deneen asking that he fire the present Railroad & Warehouse Com'isn and let us appoint three grain dealers on it. Then we'll get cars.

This motion seemed to strike Sec'y Strong and he got out his pencil. Presently he offered the following resolution as a substitute for all other resolutions and motions on the subject of car distribution:

Substitute Resolution.

RESOLVED, That the Railroad & Warehouse Commission of Illinois be respectfully petitioned and urged that the wants of the shippers of grain of Illinois demand the Honorable Railroad & Warehouse Commissioners take such measures as will compel the railroads of Illinois operating within the state to assemble their equipment within the state where it can be used by the shippers entitled to cars.

Sec'y Strong then argued that on account of the coming campaign the Governor and Com'isn would be ready to listen to such an appeal.

H. A. Hillmer moved the adoption of the resolution; it was seconded by Tom Abram and adopted as read.

H. H. Newell: *I move* that the president and sec'y be instructed to attend the next meeting of the Railroad & Warehouse Com'isn and request them to take up the proposition with the grain hauling roads of this state in order to make provision to handle the new corn crop which will begin to move about Nov. 15; that they ask for a written reply and a copy of same be transmitted by sec'y to members of the Ass'n.

The motion was carried.

After a cursory discussion of different subjects the meeting adjourned.

In Attendance.

Harry Kress came from Piqua.

St. Louis was represented by P. A. Stephens.

Bert A. Boyd was the only dealer from the Hoosier state.

Mrs. I. A. Cutler of Carthage, the only feminine member of the Ass'n, was present.

Chicago was represented by: H. H. Newell, Rogers Grain Co.; J. W. Radford; A. E. Schuyler, Asst. Weighmaster, Board of Trade; Wm. Timberlake; M. L. R. Tankersley; L. B. Wilson; E. E. Wright.

Illinois dealers present were: Tom Abrams, Ficklin; E. C. Boyer, Tampico; Edwin Beggs, Ashland; A. M. Blythe, Gays; C. B. Barr, Plainfield; H. I. Baldwin, Decatur; J. E. Collins, Garrett; D. H. Curry, Mason City; D. G. Corbin, Westpoint; J. R. Craig, Ferris; Mrs. I. A. Cutler, Carthage; G. W. Cole, Bushnell; J. P. Code, Bradford; Victor DeWein, Warrensburg; W. C. Darnall, McLeon; J. A. Ellis, Deer Creek; P. A. Felter, Eureka; M. C. Garard, Elvost; H. A. Hillmer, Freeport; J. M. Kirby, Stanford; A. V. S. Lloyd, Bloomington; G. D. Montelius, Piper City; Geo. Moschel, Washburn; Wm. Murray, Champagne; Geo. E. Pratt, Roseville; J. W. Probasco, Bloomington; G. J. Stevens, Decatur; W. L. Shellabarger, Decatur; J. A. Simpson, Minonk; C. G. Sauer, Dana; M. Truby, Joliet; Peter Van Leunen and son Paul, Decatur; J. P. Woolford, Galton; J. R. Wagner, Metamora.

Consul Sharp of Kobe reports that Japan will have to make large purchases of wheat abroad.

Oats starting so high early warns growers and consumers to husband supplies; and the short crop is likely to have a long tail.

Hay spread out never fires, because it cannot reach a sufficiently high temperature to ignite it. Its firing can only occur when it is damp and closely packed in a large bulk. It is said that there are no recorded cases where such material having been once thoroughly dried, and afterwards rewetted, have fired spontaneously. Under the circumstances the tendency is to decompose, to rot, rather than to burn.

Financial disturbances in Wall street remind us we need enough permanent currency to meet the demands of the country during crop moving times. Grain dealers should not be expected to solve the problem for not all of them are bankers, but they should insist that an emergency currency be provided by our National Government which would afford relief when needed. Such a proposition might be profitably considered by the Grain Dealers National Association, representing the entire grain interests of the U. S.

Railroads Should Cooper Cars.

Grain shippers are gradually but certainly gaining the permission of the railroads to cooper the cars offered for their grain and the railroads are also silently submitting to the eagerness of shippers to pay for the lumber and nails needed for the work. None of the railroads like to be ignored in such matters and if the grain shippers persist in bearing the expense of cooping, the freight traffic officials may be expected to adopt ringing resolutions protesting against the unwarranted usurpation of responsibility.

Some of the shippers are awaking to the fact that the abuse is growing, that it is becoming more and more burdensome, as is clearly shown by letters published in the September and October Journals and the following:

GET SOME VERY BAD CARS.

Grain Dealers Journal: We get some very bad cars, and it takes more than half a day to fix them up in proper condition, for we would not send them out unless we were sure that there will be no leakage. The matter of having the railroads furnish cars in good order is a good point for grain firms everywhere to get together on.—Smith & Bond, Madison, S. D.

ROADS SHUD PAY FOR TIME COOPERING.

Grain Dealers Journal: We noted a letter in the last Journal on cooping cars and we can say that the grain firms certainly have just cause for complaint.

The railroad companies should pay for time spent in fixing up their cars. Some are in such bad shape they have to be rebuilt; and I have to find and hire a man to do this work.

If the dealers would get together and push this good and hard we would soon have good cars.—M. S. Reaney, mgr. Jones & Metcalf, Madison, S. D.

SPENDS OVER A DAY COOPERING SOME CARS.

Grain Dealers Journal: I don't see why the railroad companies shud not furnish us with good cars, for we have to pay large enough rates to ship our grain.

As it is now we hardly ever get a car that takes less than two hours to fix it up and some are in such a frightful condition that it takes longer than one day to get them in proper shape.

It always takes longer to fix up these darn cars than to load them, but during car shortages we can't turn them down and have to put up with any kind of a box.—W. P. Brown, mgr. South Dakota Grain Co., Woonsocket, S. D.

OFTEN TAKES FIVE TIMES AS LONG TO COOPER AS TO LOAD A CAR.

Grain Dealers Journal: The letter in Journal regarding cooping of cars is good. Let's get after them. It's rocky to see the condition of some of the cars we get. It often takes me five times as long to cooper a car as to load it. We do not get nails and use about 25 cents worth on every car. After working a long time fixing up a car recently I noticed as it started off that it leaked in three places, and it had to be backed up so that I cud stop the leaks. The condition of cars offered for loading often disgusts me. This move shud have been agitated years ago and carried out.—Jas. O'Brien, mgr. I. W. Cooper, Bonilla, S. D.

MORE WORK TO COOPER THAN LOAD.

Grain Dealers Journal: The railroad companies should furnish us cars in proper condition for loading grain. Some of the cars we get have to be entirely rebuilt. It is more work by far to cooper a car than to load it.

Some of the cars furnished us have about a foot of dirt in them, and I do not think it is the elevator man's duty to clean them.

Last year when we could hardly get a car for love or money any kind of a car looked good to us; but it certainly is not right that we should spend half a day in getting cars in proper shape to ship.—J. J. Theopollus, agt. W. I. Thompson Co., Madison, S. D.

FURNISHING OF GRAIN DOORS BY RAILWAY COMPANIES.

Grain Dealers Journal: For your information will say that a number of the railroads in this state have been for some time, and are still, standing the expense of grain doors when the same are necessary for the safe transportation of articles in bulk, such as grain, etc., the allowance usually made to shippers therefor not exceeding 40 cents per grain door, and the number of grain doors not in any case exceeding six; no allowance being made for end doors or windows.

One of the large roads in this state makes allowance for grain doors only where the traffic comes in competition with certain other roads. This commission has not made a formal ruling on this question, but now has the matter under consideration and it is likely that the same will be included with other matters in regard to which the railroads in this

state are to be given a hearing in the near future in connection with our car service rules.—Yours truly, T. G. Strachan, Ass't Clerk State Corporation Commission, Commonwealth of Virginia.

New Elevator of Sage Bros. at Kasota, Minn.

Kasota, Minn., is a small village at the crossing of the C. & N. W. Ry. and the C. M. & St. P. Ry. in Le Sueur Co. It seems to be particularly well located for cleaning and transfer elevators. The latest addition in this line is the new elevator of Sage Bros., which is illustrated herewith.

The ground dimension of the heavy concrete foundation is 41x45'8". The one very unusual feature of the exterior of the transfer house is that the stairway runs up the outside. One row of bins on each side of the house extends down to first floor. This leaves a working room on this floor about 23x36x13'3" high.

The house contains eleven small bins with three bins on each side extending down to floor of first story.

On the first or machine floor are a No. 8 Monitor Cleaner, No. 9 Monitor Cleaner, the main line shaft from power house and counter shaft for driving the two cleaners, power shovels and short receiving leg, which elevates grain to an Avery Automatic Grain Scale.

The house contains ten sets of legs, all being driven by rope transmission and provided with friction clutch drives, so that each may be cut out as desired by the operator.

The house contains two cleaning towers, one being provided with zigzag



Sage Bros.' New Elevator at Kasota, Minn.

flights. These extend up to first story of cupola, so that grain may be spouted to them or either of the two double needle machines from the six legs which extend to the top floor of cupola. All of the legs extending to top floor are equipped with 6x12" buckets. Three of the legs which extend to top floor are on the receiving side of the house and three on the shipping side. Eight inch tubing is used for shipping spout.

The power plant, built twenty feet from elevator, is of brick and also contains office, which is finished in maple.

The plant was designed and erected by the Younglove Construction Co.

Budapest millers have agreed to limit their output by working only 5 days per week during the season of 1907-8.

New Grain Tariffs.

Rules and regulations for the settlement of expense for temporary doors for grain in bulk have been filed by the New York Central Railroad with the Interstate Commerce Commission in Circular No. 2843.

Proportional rates of 20c on wheat and 17c on coarse grains from St. Louis and East St. Louis to Texarkana, Tex., and Shreveport, La., have been filed in tariff No. 58 by the Kansas City Southern effective Nov. 3, as reported by the *Traffic Bulletin*.

The Great Western in tariff No. 4251 will grant 34c elevation allowance at St. Joseph, Mo., effective Nov. 4.

Rules governing milling, cleaning and mixing in transit have been filed by the

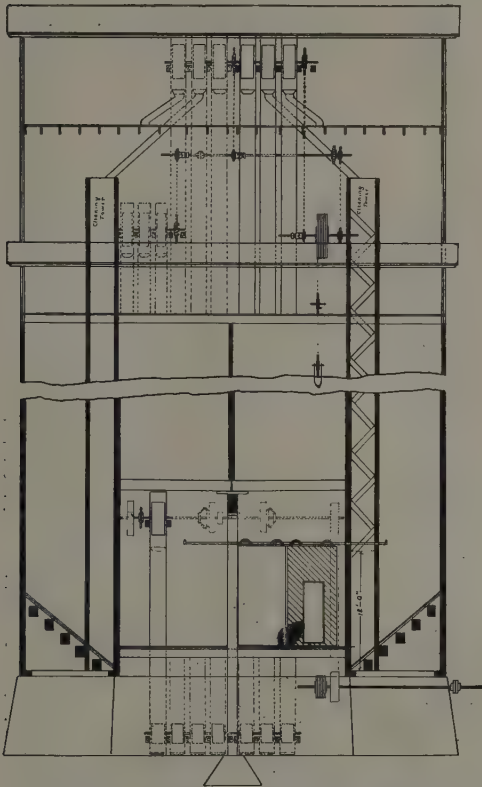
Omaha and the St. Louis & San Francisco; and the C., I. & S. in tariff No. ICC 763 provides for the weighing, cleaning, clipping, shelling, sacking, grading, mixing or transfer of corn, oats, wheat and barley at Kentland, Ind., effective Nov. 15.

Rules governing the elevation of grain at Evansville, Ind., effective Nov. 12, have been filed by the Southern Ry.

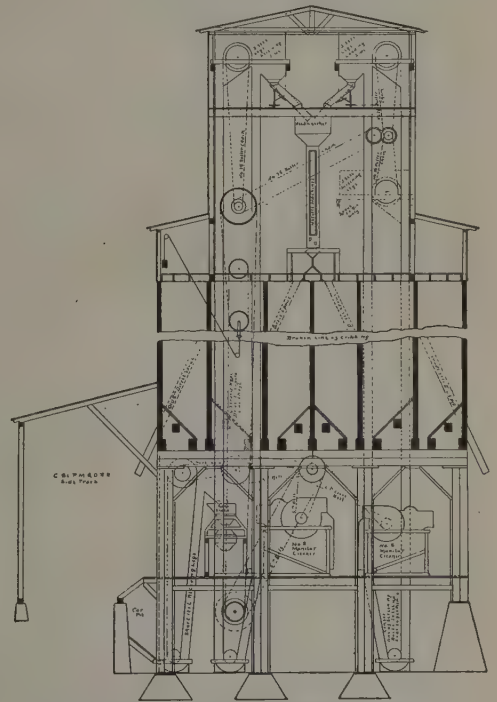
The Southern Ry. has canceled all re-consignment rates, rules and regulations on hay at St. Louis, Mo., and East St. Louis, Ill., effective Nov. 15, when to Southeastern and Carolina territory. The same road has filed 6 tariffs governing milling in transit at very many points in the Southeast.

The Big Four has filed tariff C326 governing milling in transit at Indianapolis, Ind., Harrisburg and Mt. Carmel, Ill.

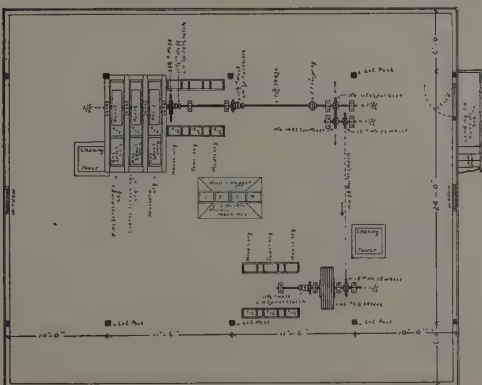
Minimum weights on wheat, carloads, Illinois to Missouri, are corrected by the Missouri Pacific in tariff I. C. C. No. 7992 to read "marked capacity of car."



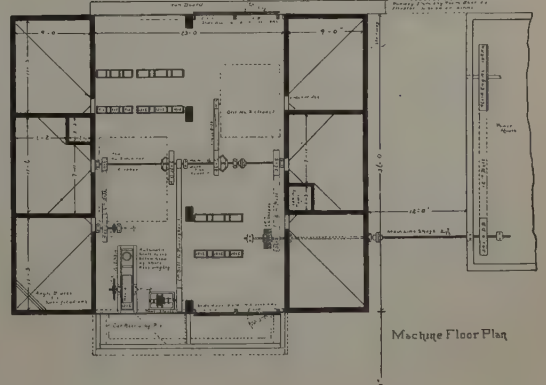
Machinery Elevation in Sage Bros.' Elevator.



Machine Elevation in Sage Bros.' Elevator.



First Cupola Floor



Machine Floor Plan

Sage Bros.' Elevator at Kasota, Minn.

Wayside Observations.

BY TRAVELER.

On the 'G. N. R. from Willmar, Minn., to Minneapolis, I found a great number of the elevators equipped with old small capacity hopper scales on first floor into which farmers dumped grain from bags, and these scales are the only means the buyers have for weighing grain, dump scales are a rarity.

* * * * *

So many buyers complain about the dust, claiming that it is ruining their health, that it is quite a surprise to me that the elevator owners do not install dust collectors or provide dust protectors thus making conditions healthier.

* * * * *

At Watertown, S. D., I met an auditor of one of the largest line companies in the Northwest and during our conversation he asked me how many bushels of grain I thought a country elevator ought to handle yearly in order to come out ahead. I ventured that a country house should at least handle from 70,000 to 80,000 bu. "Well," said he, "we are satisfied with an average of 50,000 bu. each year."

* * * * *

Jealousy among grain buyers is one of the main causes of overbidding. Some of the buyers think that their competitors are getting a little too much and up goes the price. The farmers know this and play upon the cupidity of the buyers to their own profit.

* * * * *

At a good grain point near Aberdeen, S. D., I happened to witness a lively overbidding contest between two buyers. A farmer came in with a load of grain and one of the buyers bid 82 cents which was 2 cents above the list price. The farmer then called on the other buyer and the latter bid 82½ cents when he heard of the former's bid. The farmer thought this price good enough and drove on the driveway. Buyer No. 1 saw this walked over on the driveway of his competitor's elevator, and offered a still higher price. The two buyers kept up their fight for this load until the price reached 86 cents and at that price buyer No. 2 bot the grain.

* * * * *

The part buyer No. 1 played in coming right on buyer No. 2's driveway and overbidding on a load of grain which was as good as bot by buyer No. 2 was certainly unfair and if I had been buyer No. 2 I certainly wud have handed buyer No. 1 a solar plexus.

* * * * *

There's a siding on the C. & N. W. R. in So. Dak., where the elevator operator is also the station agent—in fact this buyer is the whole town for the population of this enterprising little hamlet is 1.

* * * * *

A traveler gets a mighty fine reception when he finds the elevator man trying to cooper a car which will not hold bricks. Any untimely remarks may bring a shower of bricks.

* * * * *

How long wud it take a buyer to get drunk if he treated and took a drink on every load of grain received? That's just the experience a buyer went thru in Saskatchewan, Canada. This buyer bot grain in a district inhabited by Russians and the custom there was to treat the farmer upon each and every occasion he bot in a load. The treating habit did not conform with this new buyer's way of doing business and he positively refused to buy drinks. He told the far-

mers that his salary wud not allow him to spend a quarter on every load of grain.

The refusal on his part to do business in such a way resulted in his receipts dwindling down to almost nothing, for the other buyers wud not do away with the treating habit altho he put this up to them time and again. So he just planned a little bit and the next time he received a load he told the farmer upon being asked to treat, "Sure, I'll treat but I'll take the quarter out of your cash ticket" of course the farmer was stunned.

With a few words the buyer made things clear to him explaining that with the salary he and the other buyers received they cud not afford to buy drinks. "I'll treat you one and all after this," he said, but I'll take the quarter out of your cash ticket each and every time. The others do the very same thing but you don't know a thing about it."

This opened the eyes of the Russians and it also opened the eyes of the other buyers, the latter made a center rush for the new buyer but no hostilities resulted. It was the doom of the treating habit in this district.

Crop Reports.

BY FRANK I. KING.

Crop reports are like women. Majorities are fair. Many are good. The bad ones do the loudest talking.

All crop reports can be improved. They are merely guesses.

Uniform standard in reporting should be adopted. All crop correspondents, State and National, should start with the same basis. 100 should mean the same to all. Some compare with a full crop, some with previous year, some with a five- and ten-year average. It causes different and unreliable results.

State and national bureaus should cooperate. Some important grain States have excellent crop bureaus. They have experienced correspondents in every township and nearly all respond regularly. The government receives replies to only a fifth of the enquiries they send out, so Holmes told us a few years ago. They depend more upon their traveling field agents, each of whom attempts to cover several States. They have sixteen in all to cover grain and cotton. Some are experts, but a majority are not, as the salary is not sufficient to attract them. We prefer grain dealers, millers and bankers to farmers alone as correspondents. They are generally better posted than farmers, who are prejudiced by their own crop outlook. Improve the source of information, let the States gather the reports and wire the result to the government.

Government should give the crop guesses in bushels every month. Private statisticians figure out what the reports mean and get different results. Some figure par on wheat at seventeen and half bushels per acre. This has never been attained, the phenomenal yield last season was fifteen and half bushels. Let the government arrive at a fair basis and give the results in bushels. New York Produce Exchange statisticians have decided to compare with an average of the same month, rather than the result at harvest. It made a difference of twenty millions in figuring the corn crop last month. Progress.

A mechanical grain sampler made by a London firm extracts from any bulk of grain passed thru it a desired percentage of the entire cargo.

Proposed Chicago Board of Trade Clearing-House.

The antiquated system of clearing grain trades under which one member still remains the creditor of another member on transactions open after the close of the market each day, is to be abolished by the Chicago Board of Trade, if the proposed plan for a clearing-house is adopted, in favor of a system substituting for the individual credit that of the united membership.

Under the contemplated system, which is the same as that employed at Minneapolis, each member of the clearing-house will be required to keep only a reasonable margin on deposit with the clearing-house to guarantee the settlement of differences. This will release a vast sum of money which the present method of clearing ties up.

A clearing-house company is to be organized with \$1,000,000 capital stock, and any member of the board may subscribe. The funds are to be kept on deposit in several different banks, and the capital and cash surplus are to be invested in approved bonds.

The clearing house at the end of each day will (unless the contracting members otherwise agree) be substituted as the buyer from the seller and the seller to the buyer in every contract, and so remain until such contract is performed or settled. This substitution will be made at the closing price of the day, the difference between that and the contract price being adjusted by the giving of checks. As this will, after the first day of the contract, shift the risk of loss from subsequent insolvency of the other contracting member from the individual members of the Board of Trade to the clearing-house, an ample reserve fund to meet such losses must be gradually created. This will be accomplished by carrying to such fund each year from earnings an adequate sum. The greatest risk here will be at the outset, and this can in a measure be overcome by doubling the clearing charges until such a fund is well started. The change is to be effected gradually by applying it to trades in one pit at a time.

In all open trades carried over from the preceding day, checks shall be received or given by the clearing-house for the difference between the closing price of the day and that of the preceding day, thus keeping all like open trades which the clearing-house has upon the same price basis.

The clearance charges will be the same on grain as now charged by the Minneapolis clearing-house: one cent per 1,000 bus. of grain, and on pork the charges will be five cents on each 250 barrels of pork, five cents on each 50,000 pounds of short ribs, and five cents on each 250 tierces of lard.

The yearly earnings from clearings are estimated at \$73,000, interest and other profit raising the total to \$98,000. Making liberal allowance for losses and expenses there will remain a balance of net earnings of probably \$27,000; but no dividends are to be paid until a surplus of \$500,000 has been accumulated.

The details of the clearing-house plan have been very wisely worked out by the special committee, composed of A. J. White, James Pettit and Jos. P. Griffin, and it is hoped the referendum vote which the directors of the board are taking by mail will result in the adoption of the proposition.

Seeds

The Pioneer Seed Co., of Denver, Colo., has removed into new quarters.

Alfalfa seed is a failure this year at Weston, Idaho.—I. Jorgenssen of Logan, Utah.

A Canadian seed dealer writes C. A. King & Co. that crop prospects are very much improved and that farmers are holding for better prices.

The percentage of clover seed saved this season in Kentucky is 81, compared with last year, as reported by Hubert Vreeland, commissioner of agriculture, Frankfort, Ky.

Receipts of clover seed at Toledo for the season up to Oct. 19 have been 8,700 bags, against 11,000 a year ago. Receipts of alsike have been 1,369, against 7,800 a year ago.

The production of clover seed this year is reported by the U. S. Dept. of Agri. as 65% of a full crop, against 69% last year. The crop of millet seed is 82%, against 87% last year.

Fire at Nashville, Tenn., on Oct. 14, gutted the store of John Hitchcock & Sons, dealers in seeds, wagons and harness, and damaged the stock of McKay, Reece & Co., dealers in seeds and hay.

The Kirkeby & Gundestrup Seed Co. has been incorporated at Chicago, Ill., to cultivate and deal in seeds. The capital stock is \$50,000 and the incorporators are Marius Kirkeby, Knud Gundestrup and Olof E. Ray.

Our latest reports show no material change in the results of the clover seed crop. A few sections are turning out a little more than expected, but a large majority say the crop was almost a failure.—C. A. King & Co.

In some counties where the special seed corn trains passed last season, with lectures and lessons on seed, the corn yield has greatly increased, some place yielding 75 bus. per acre that formerly made 50 to 60 only.—*Indiana Farmer*.

After red Texas oats have been grown in Kansas 2 or 3 years they turn to a sort having a black chaff. The black ripen in 95 and the red in 101 days. The black variety is superior to the red in every respect except stooling capacity.

A seed recleaning plant is to be erected at Binghamton, N. Y., by the George Cravers Sons Wholesale Seed Co., if the negotiations for a site now being conducted by Pres. Elmer T. Stanford are successful. The business of the company has gained rapidly during the last few years, so that the plant must be enlarged.

October clover seed will soon be ancient history. There is still a fair shortage at Toledo. Leading long is stubborn. Prices will depend mostly upon the amount of prime which is received by the end of the month. Shorts will be the only buyers unless the bull absorbs the offerings, thinking he can dictate a better price.—C. A. King & Co.

A bulletin on impurities in alfalfa seed will soon be issued by O. M. Ball, botanist of the Texas Agri. and Mechanical College. Professor Ball states that so far examined the seed imported from Germany is in every case distinctly inferior to the best American seed. The German seeds have been found to contain large quantities of noxious weed seeds.

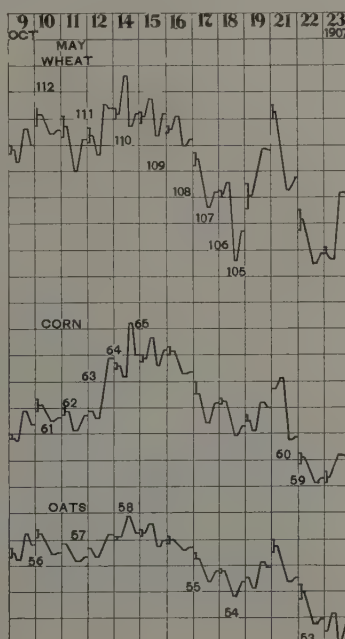
The Iowa Seed Co., of Des Moines, Ia., has re-elected M. Kurtzweil pres. and Chas. N. Page, secy-treas. Three employees of the company have bought stock and recently were elected directors. They are J. N. Albright, for 16 years book-keeper and accountant; Geo. L. Kurtzweil, seed corn specialist, with the company for 12 years, and Geo. C. Baker, with the company 5 years and now in the advertising department.

Imports of clover seed during August were 2,434,104 lbs.; compared with 1,620,000 lbs. in August, 1906. Exports during that month were 7,111 lbs. this year and 87,738 last year. During the 8 months prior to Sept. 1 the exports of seeds included 1,528,578 lbs. clover seed, 12,927,588 lbs. timothy seed, other grass seeds valued at \$143,925 and 2,681,589 bus. of flaxseed; compared with 1,230,369 lbs. clover seed, 8,604,567 lbs. timothy seed, other grass seeds valued at \$108,271 and 7,831,369 bus. of flaxseed during the corresponding months of 1906, as reported by O. P. Austin, chief of the bureau of statistics.

Chicago received during the week ending Oct. 19, 1,373,751 lbs. of timothy seed, 137,200 lbs. of clover seed, 225,200 lbs. of other grass seeds and 33,000 bus. of flaxseed, compared with 867,100 lbs. of timothy seed, 165,670 lbs. of clover seed, 401,520 lbs. of other grass seeds and 71,457 bus. of flaxseed for the corresponding week of last year. Shipments for the week have been 565,355 lbs. of timothy seed, 10,996 lbs. of clover seed, 1,379,795 lbs. of other grass seeds and no flaxseed, compared with 383,464 lbs. of timothy seed, 1,910 lbs. of clover seed, 498,059 lbs. of other grass seeds and no flaxseed for the corresponding week of 1906.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Oct. 24 are given on the chart herewith.



National Corn Exposition.

The National Corn Exposition, international in its significance, and unquestionably the greatest corn show ever held, closed in Chicago October 19, after 60,000 people had paid to see it, fully one-third of whom were growers of grain. Visitors from Europe, South America and Canada demonstrated their interest in the great cereal king by attending.

The primary purpose of the exposition was educational. Chicago men who guaranteed funds to make the show a success were aware that the city in which their business is founded has grown great because the farmers of the Mississippi valley have been industrious; because they have sent to its market millions of bushels of grain to be distributed and consumed in all parts of the world. The significance of increasing the present production of corn even one-half bushel per acre was astounding to them, and they believed a National Corn Exposition would do more than any other one thing to stimulate interest in its growth and breeding.

Accordingly, at this exposition the praises of corn were sung in song, music and oratory, while the decorating artists rivaled each other to produce the most startling effects. The decorations were gorgeous. The walls, pillars and ceilings of the great Coliseum were completely covered with corn.

Lectures were given daily both to the farmer and the farmer's wife. He was told how to scientifically prepare his ground for corn, how to breed it, how to cultivate it and a hundred other things that the brightest minds in agriculture have learned after years of patient experimenting. Corn congresses were the outgrowth of the show and a National Corn Ass'n was formed to promote the interests of corn by educational methods.

All of the well known corn states and many not so well known were represented by hundreds of exhibits. Iowa carried off first honors. The corn exhibits were auctioned during the show and world record prices were established. An ear of "Boone County White" from Indiana was purchased by the exhibitor for \$250. An Iowa ear which won first prize in the contest open to the world was sold for \$150 to the owner. There were prizes by the hundred for the farmers, their wives, daughters and sons, including pianos, watches, Texas farms and a thousand other things. Upon one table of corn which was guarded by policemen the aggregate value of forty ears represented \$30,000 in prizes.

The value of the exposition to the grain dealer may be measured by the good it does the farmer. That thousands were directly interested is attested by their presence. That hundreds of thousands of farmers read of the show with interest is certain. Dealers promote their own interests by paying the farmers for quality of grain delivered at elevators.

It is difficult to grow redtop free from timothy and the seed cleaners find it difficult to separate timothy seed from redtop after it has once been introduced. Samples of redtop carrying as high as 12 or even 15 per cent of timothy are not unusual. If one could be sure that the impurities were harmless like chaff and timothy, it might be safe to buy a redtop even as low as 85 per cent pure. Unless one is assured of the character of the impurities, it is unwise to buy a redtop less than 95 per cent pure.—Chas. D. Woods, director Maine Exp. Sta.

Is Shipper's Responsibility Limited to Destination at First Billing Point?

Grain Dealers Journal: Will the readers of the Journal please state in its columns where does a shipper's responsibility end, when car arrives at point where the billing instructions ordered the car billed, or does a shipper have to back the car to its final destination?

For instance: I sell to B a car of wheat on track destination weights and grades, on 10 days' shipment. B in course of time notifies me to bill car to Wellington. Mr. B takes up the draft with billing attached, the wheat having been graded No. 3 hard by inspector. Mr. B pays the freight from point of shipment to Wellington and then issues another billing for the car and ships it to another state in his own name. The car having been out on the road 18 days after shipment was made arrived at the second place, a mill.

The markets having declined in the meantime the miller calls for a reinspection, and the new inspection changes the grade from No. 3 hard to No. 4 red; and the miller turns the car of wheat down, claiming he bot hard wheat. Then Mr. B notifies me that car has been refused by a mill, having been pronounced No. 4 red wheat.

The car had no red wheat in it when it left the original point of shipment. A regular state inspector graded the contents and his certificate shows No. 3 hard winter wheat testing 58 lbs., which is the kind of wheat the car was loaded with.

Does the shipper's responsibility cease when car arrives at destination Mr. B first ordered the car to, or has he a right to rebill the car and still hold the original shipper responsible without notifying him that the point of original shipping instructions would not be the point of settlement?

My contention is that the original shipper's responsibility ceases when the car arrives at the point it was first billed to. Am I correct?—J. J. Stevens, Dalton.

SELLER MIGHT HAVE TO GUARANTEE GRADES IN EUROPE.

Grain Dealers Journal: I would say most assuredly that the shipper's liability ceases when car arrives at destination named in the condition of sale.

Were a seller to be held for final destination he might have to guarantee grades in Europe or some seaport.

I have had an experience similar to that in the inquiry and treated it as stated above. Our liability must cease when terms of sale have been complied with, for this is the basis on which selling price is made.—T. O. Gibbon.

FINAL DESTINATION GOVERNS.

Grain Dealers Journal: Our opinion is that Mr. Stevens' liability would be governed entirely by the contract. For instance, if we sold a Chicago seed house a car of flaxseed at a specified price f. o. b. Burlington, destination weights and grades, and they were buying it for a mill at Toledo, O., we do not see how we could get around standing by the mill weights and grades at destination point, notwithstanding that the car of seed, to secure cheaper freight rates, had been shipped to Chicago and re-shipped from there by the buyer.

The way to terminate shipper's responsibility is by contract stating what weights and grades are to govern.

The case cited by Mr. Stevens is a peculiar one, and justly throws suspicion upon the destination grading and weighing, and would justify thoro investigation.—Woodford Bros., Burlington, Kan.

RESPONSIBILITY ENDS AT BILLING POINT.

Grain Dealers Journal: I agree with Mr. Stevens that the shipper's responsibility ends when the car has arrived at the point it was first billed to.—Bruce Sledd, Raymond, Kan.

RESPONSIBILITY CEASES AT BUYER'S STATION.

Grain Dealers Journal: In regard to responsibility of shipper of grain, if I sell a car of wheat to a dealer in Kansas City, Mo., unless it is understood to be in settlement on final destination, my responsibility ceases at Kansas City, Mo.

On the other hand, as I understand it final destination will mean that the buyer has the right to ship it anywhere and I will have to stand the consequences.—W. M. Reckewey, Wetmore, Kan.

THE "DESTINATION WEIGHTS AND GRADES" WHICH SHOULD GOVERN.

Grain Dealers Journal: All depends on stipulations of contract. If Mr. B. of Wellington bought the wheat subject to final destination weights and grades and subject to diversion for destination beyond Wellington, there is but one conclusion. If there were no such stipulations, and provided shipper fully expected the wheat to be unloaded and used at Wellington, then purchaser had no right to forward to some other destination without first obtaining seller's consent.

Since different inspectors very often differ in the inspection of the same car of grain, the final inspection will govern in settlement if so specified in contract, regardless of the various inspections of the car while enroute between point of origin and destination. No receiver has a right to unload and transfer a car at first destination and then forward to some other destination at original shipper's risk and hazard without first obtaining shipper's consent and approval.

If the railroad company for cause has a car transferred while enroute and in their possession, then a claim against the

railroad company would be in order if the car arrived at destination showing a different kind of grain or a big shortage in weight.—Yours truly, E. M. Flickinger, Wichita, Kan.

BUYER MUST SETTLE ON FIRST BILLING POINT.

Grain Dealers Journal: Shippers responsibility is limited to destination at first billing point, for the following reasons:

The contract contained the option of allowing B to name destination, and when B gave the billing instructions with Wellington as destination, his option was closed and the contract became binding on both parties.

Mr. Stevens had an equity in the wheat until it was graded, unloaded and weighed at Wellington, and if B diverted the car to a new destination, without getting Mr. Stevens' consent, he must assume all risk. If Mr. Stevens can substantiate his statement of weights by competent testimony, he can collect, in any court having jurisdiction, for the full amount as per his invoice. B must take his medicine and settle on invoice weights and Wellington grades.

It would be a peculiar state of affairs if the laws of any State or of the United States, would allow one citizen to hold the property of another in jeopardy indefinitely, without the latter's knowledge or consent, while it is being hawked from place to place around the country.—J. S. Macauley, mgr. Missouri Grain & Flour Co., Wichita, Kan.

George W. Garvin's Elevator and Warehouse at Boyce, Va.

Most of the grain in Virginia is handled in bags, but some of the dealers, appreciating the economy of handling grain in bulk by machinery, are installing facilities and no doubt some may soon be expected to have modern, up-to-date plants for handling grain in bulk. The elevator illustrated herewith has a daily handling capacity of 5,000 bus. and is said to be the most complete elevator between Hagerstown and Roanoke. Mr. Garvin's specialty is the shipping of Shenandoah Valley grain.

Minneapolis has 222 linseed oil presses in its eight oil mills; Buffalo, 212; Chicago, 138.



G. W. Garvin's Elevator at Boyce, Va.

Shippers Should Endorse Forms Quick.

Grain Dealers Journal:—Please note herewith copies of bills of lading which the National Industrial Traffic League and a number of representatives of grain exchanges adopted and recommended to the Interstate Commerce Commission as being an ideal bill of lading for grain shippers.

The American Bankers Ass'n endorse this order bill of lading as being satisfactory to them, through representatives who were present at the meeting in Washington, D. C., on Oct. 14th. You will note that it is a clean bill of lading, subject to the common law as well as the statute laws of the various states.

As the Commission will accept arguments up to November 1st, from anyone interested in this question, it would seem a good plan for you to publish this order bill of lading, with request that the individual grain dealers write the Interstate Commerce Commission endorsing this order bill of lading as submitted to them by the National Industrial Traffic League. Yours very truly, Henry L. Goemann, Toledo, O.

RECOMMEND UNIFORM FORMS BS/L.

Washington, D. C., October 14, 1907.
To the Honorable Interstate Commerce Commission, Washington, D. C.

Gentlemen: The undersigned desire to present to your honorable body the two forms of bills of lading attached hereto, and to recommend same for adoption and use. One is a plain, non-negotiable bill of lading, and the other a uniform "order" bill of lading. We believe these forms will meet every requirement of the commercial interests.

We recommend that these two forms of uniform "order" bills of lading and non-negotiable bills of lading be printed on different colored paper, so as to make them distinctive, and that on all uniform "order" bills of lading the carrier's official stamp be used, in addition to the agent's signature, on the face of the bill of lading. Respectfully,

NATIONAL INDUSTRIAL TRAFFIC LEAGUE.

By J. C. Lincoln, President,
E. B. Boyd, Secretary,
E. E. Williamson, Chairman.
Uniform Bill of Lading Committee.
Joseph Keavy, Indianapolis Freight Bureau.
A. L. Goetzman, Millers' National Federation.
H. L. Goemann, Toledo Produce Exchange.
Geo. F. McKay, Lackawanna Steel Co., New York, N. Y.
Geo. F. McKay, Toledo Furnace Co., New York, N. Y.
E. E. Williamson, Receivers and Shippers Ass'n, Cincinnati.
I. S. Bassett, Pittsburg Chamber of Commerce.
H. G. Wilson, Kansas City Transportation Bureau.
H. G. Wilson, Kansas City Board of Trade.
H. G. Wilson, Kansas City Hay Dealers Ass'n.
L. Mandelbaum, New York Cotton Exchange.
G. W. Neville, New York Cotton Exchange.
H. C. Barlow, Chicago Association of Commerce.
J. J. Wait, Chicago Association of Commerce.
H. E. Kinney, Indianapolis Board of Trade.
L. A. Clark, Muncie, Ind., Commercial Club.
J. C. Lincoln, St. Louis Merchants Exchange.
E. B. Boyd, Chicago Board of Trade.
E. J. McVann, Omaha Grain Exchange.

ORIGINAL

Railroad Co.

Station 190

Received from _____ the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), to be transported and delivered, in accordance with the provisions of law, in like good order, to consignee.

(Insert description of articles, weights, rates, and car number and initials, if in carload.)

NOT NEGOTIABLE

OFFICIAL
STAMP

Agent.

ORIGINAL

Uniform Order Bill of Lading.

Railroad Company.

Station 190

Received from _____ the property described below in apparent good condition, except as noted (contents and condition of contents of packages unknown) to be transported and delivered to the order of _____ in accordance with the provisions of law and the terms of this bill of lading.

The property herein described shall not be delivered until this original bill of lading, properly indorsed, has been surrendered and canceled, or, in case of a partial delivery, a statement thereof has been indorsed hereon.

Any stipulation or indorsement on this bill of lading that it is not negotiable shall be void and of no effect.

Inspection will be permitted under this bill of lading, unless otherwise indorsed hereon, which indorsement shall be made at the time of issue by the agent, if requested by the shipper. Any alteration, addition, or erasure, fraudulent or otherwise, in this bill of lading, which shall be made without the indorsement thereof hereon, signed by the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

Special Marks.

Consigned to order of _____
Destination _____
Notify _____
At _____

(Insert description of articles, weights, rates and routes; and car numbers and initials, if in car loads.)

[Official Stamp]

Agent.

Grain Trade News

ARKANSAS.

Pine Bluff, Ark.—The Hightower Grain & Feed Co. has been organized, and has rented 4 large warehouses.

Fort Smith, Ark.—The Western Grain Co. has bot the plant of the Landon Milling Co., will add 2 stories and convert it into a flour mill.

CALIFORNIA.

San Bernardino, Cal.—The Smith-Hale Eltr. collapsed Sept. 13, burying the Santa Fe tracks 25 ft. deep under thousands of sacks of grain and debris.

San Francisco, Cal.—The grain department of the Merchants Exchange on Oct. 15 resumed its afternoon sessions for the first time since the earthquake and fire of April, 1906.

CANADA.

Asquith, Sask.—R. J. Lund of Wappella expects to erect an eltr. and chopping mill at this place.

Yorkton, Sask.—The Western Canada Flour Mills Co. is erecting a grain eltr. with a capacity of 50,000 bus.

Arrow River, Man.—The Lake of the Woods Eltr. Co.'s eltr. was burned Oct. 8, with a large quantity of new wheat.

North Battleford, Sask.—The Union Supply Co. is completing a 150-bbl. mill, and an eltr. with a capacity of 35,000 bus.

Winnipeg, Man.—The Manitoba Grain Standards Board held a meeting Oct. 23 to establish the grades for this year's crop.

Winnipeg, Man.—The price of memberships in the Grain Exchange has fallen considerably, from \$2,500, the price set last year.

Toronto, Ont.—Fixing of grades by the Ontario Grain Standards Board has been postponed to get a sufficient number of samples of the new crop. The time for sending in samples was extended to Oct. 16.

Fort William, Ont.—The Canadian Pacific Ry. Co. will place hopper bottoms in its old steel eltr., remodel the building and increase the handling capacity to 300 cars per day. The Barnett & Record Co. has the contract.

Montreal, Que.—Improvements contemplated by the harbor commissioners upon the big eltr. will make it possible to load four boats at one time by May 1. The grain will be loaded out thru the galleries of three of the permanent steel sheds.

Winnipeg, Man.—Wheat is grading better than was predicted by the crop experts a few weeks ago. One day recently the grading of the arrivals at this city was 171 cars No. 1 northern, 220 cars No. 2 northern, and 130 cars No. 3, out of a total of 633 cars. Tho the movement is about a month late stocks at the lake front are as large as a year ago.

Winnipeg, Man.—At the annual meeting of the Ogilvie Flour Mills Co. on Oct. 10 net profits of \$630,685 were shown for the year. C. R. Hosmer was re-elected pres., and F. W. Thompson, vice pres. and managing director. The

company operates 6 mills; 8 terminal eltrs. and 93 country houses. The storage capacity of its terminal eltrs. is 2,300,000., and of the country eltrs. 3,005,000 bus.

WINNIPEG LETTER.

LaSalle, Man.—The eltr. of the Imperial Eltr. Co. was burned recently.

Oakshella, Sask.—W. C. Thorburn of Broadview, will erect an eltr. here at once.

Broadview, Sask.—W. C. Thorburn will erect an eltr. on the site of his old building.

Fort William, Ont.—The Canadian Pacific Railway Co. intends to erect a large cleaning house.

Fishburn, Alta.—The farmers are organizing to erect a grain eltr. James Ward is interested.

North Battleford, Sask.—Dunn Bros. of Strathcona, Sask., will erect a large flour mill and grain eltr.

Winnipeg, Man.—The name of the Imperial Eltr. Co. has been changed to the Imperial Eltr. & Lumber Co.

Fort William, Ont.—The Grand Trunk Pacific Eltr. Co. contemplates beginning the erection of an eltr. this fall, to be completed within a year.—R.

CHICAGO.

Memberships in the Board of Trade are offered at \$2,600.

King, Coleman & Co. have joined the Board of Trade clearing house.

Chas. A. Sterne, mgr., of Sterne & Son Co., brokers, has filed a petition in bankruptcy. Liabilities, \$53,000; assets, \$1,033.

The Superior Maltng Co., incorporated, capital stock \$3,000; incorporators, J. E. Rovers, A. M. Cross and D. R. Enoch.

H. C. Knoke & Co., incorporated, capital stock \$50,000; incorporators, Herman C. Knoke, George F. Stange and Clara P. Knoke.

Geo. F. Harding has brot suit against the Corn Products Refining Co. for a reorganization of the Corn Products Mfg. Co., alleging conspiracy to wreck the Corn Products Co.

The first new corn of this crop was received Oct. 21; two cars from Illinois inspecting No. 4 and no grade, and selling at 55 and 47c.

The Northern Malt Co., incorporated, capital stock \$60,000; incorporators, Francis E. Mathews, David F. Rosenthal and Thos. H. Carter.

The plan for a clearing house proposed by the clearing house committee of the Board of Trade is published elsewhere in this number of the Journal.

The C. C. & L. R. R. has made a rate effective Nov. 2 from Chicago to Frankfort, Ky., of 14c per 100 lbs. on barley, buckwheat, corn, kaffir corn, pop corn, oats, rye, and spelts in carloads; of 13c on wheat and of 15c on malt.

A fraud order was issued Oct. 15 by the post office against John K. Comstock & Co., having offices in the Commerce

bldg. The firm has been receiving about 50 letters a day from customers in several states and is held to be operating a bucket-shop.

In view of the reluctance of bankers to promise a renewal of loans expiring with October cash grain men are wondering who will carry the grain after Dec. 1. It is thought in consequence December wheat will remain at a stiff discount under the May future.

George M. Lecount, crop expert for Finley Barrell & Co., is now on his way to the Argentine Republic to make a study of crop conditions and the Argentine methods of handling grain. He will make frequent reports of existing crop conditions to his firm by cable.

The Hills-Benedict Linseed Oil Co. has bot a site and is having plans prepared for a linseed oil mill to be erected on Loomis street. The company has acquired a tract of land, 202 x 209 ft. Plans for the building are being prepared by Jenney, Mundie & Jensen.

The grain trade here in Chicago is taking a great deal of money and we are receiving 7 per cent on that class of loans. Carrying charges on grain are such this year that there is plenty of profit for those who can borrow money at even these high rates and hold the commodity until May 1.—John J. Mitchell, pres. Ill. Trust & Savings Bank.

Since A. R. Ware took up his duties as chief inspector at Port Arthur the directors of the Chicago Board of Trade have not appointed any one to fill his place in the grain sampling and seed inspection dept. Percy H. Bevis, chief clerk of the department, has assumed the duties of Mr. Ware, and at least for the present, Chief Kettles does not expect any appointment to his department.

John Walther, 22 years old, son of A. F. Walther, grain merchant, was severely injured Oct. 23, when he attempted to board a Rock Island passenger train at Hamilton Park. After getting on the step of one of the coaches Walther was brushed off by a support of the elevated structure. He sustained internal injuries and his right leg was fractured so badly it had to be amputated, and after the operation he died.

Members of the board of Trade recently admitted are Sigel J. Crafts of Chicago, J. B. Van Schaick of New York, James M. Waite, James E. Cairns and Allison J. Cope. Application for transfer of membership has been made by Robert H. Thorburn, O. W. Mosher and Brian G. McCleary. Application for membership in the Board of Trade has been made by Jacob F. Goergen, Otto Weitzmann, Chauncey R. Hardy and Paul Brown, Jr.

Geo. S. McReynolds must serve his sentence of 1 to 5 years in the state prison at Joliet for selling grain without canceling the receipts which he had used as collateral for loans with the banks, the supreme court on Oct. 24 having affirmed the decision of the lower court. McReynolds' firm failed for \$750,000, owing \$405,000 to four banks. He was convicted Dec. 18, 1906, and expelled from the Board of Trade of which he had been a director.

Elevator proprietors along the south branch of the Chicago River breathe easier now that the tunnel obstruction at Washington street has been completely removed thru the enterprise of Geo. E. Marcy, pres. of the Armour Grain Co.

The depth at that point has been increased from 15 to 20 ft. Recently a mass of mud slid into the channel, threatening to bottle up the river to deep draft boats, owing to the delay of the authorities in dredging, when Mr. Marcy guaranteed the payment of the bill for dredging.

Gardiner B. Van Ness has been extracting some wit out of the country shippers by sending them a Corn Exposition souvenir. "Who says the corn crop is a failure" was inscribed on a little box which contained a miniature imitation of an ear of corn. Between the green shucks a cigar had been substituted for the ear. In reply to this sample of corn which Mr. Van Ness assured them had never been "fired," one dealer said, "Corn is costing too much money to burn these days." Another said he could "beat it on size but not in quality." One said he would smoke with him in this world, but hoped such would not be the case in the next.

The petition that No. 3 white oats be made deliverable on regular contracts at a penalty of 3c a bushel has been referred to a special committee appointed by the directors of the Board of Trade. Sellers see that their losses on account of the light weight and poor quality of the present crop would have been much less with such a rule, and favor it. Buyers who want the regular or standard oat for milling or consumption do not want a poor quality of grain delivered to them on contract, feeling that the 3c penalty will not compensate them for the uncertainty, and are against the proposition. Hitherto the strong argument in favor of the rules permitting the delivery of lower grades or different grades of wheat and corn at discounts has been that the purpose was to prevent corners. Those opposed to making No. 3 oats a good tender on regular contracts declare that sellers of futures deserve no aid when the crop turns out poorly, no one having taken an unfair advantage of them by creating an artificial price. Sellers allege that it is only when the crop is short that the manipulators run a corner; and that No. 3 white oats are nearly as good as standard.

COLORADO.

Colorado Springs, Colo.—L. M. Hunt of Ohio has bot the grain business of J. H. Campbell.

Denver, Colo.—The Colorado-Nebraska Grain & Hay Co. is now composed of Joseph W. Mullin, Ralph S. Green and Fred Faulkner, Mr. Green, who has been connected with the St. Louis Merchants Exchange for 10 years, having bot the interest of Wm. Bierkamp, Jr., while Mr. Mullin is a new member of the firm.

IDAHO.

Weston, Ida.—The Weston Mills are building an eltr. with a capacity of 66,000 bus., to be completed in 6 weeks.—Isaac Jorgensen, Logan, Utah.

Rigby, Ida.—The Western Mill & Eltr. Co. has started the erection of a 75,000-bu. eltr. Over 150,000 ft. of lumber will be used in its construction.

ILLINOIS.

Lewiston, Ill.—W. Pittman has bot the eltr. of Buckley, Pursley & Co.

Lena, Ill.—The B. P. Mill Grain Co. has built a concrete crossing to its eltr.

Moro, Ill.—The C. B. Munday Co. is putting some new machinery in its eltr.

Havana, Ill.—G. L. Roloff and Fred Hurley have bot the feed business of C. G. Krebaum.

Maroa, Ill.—We have leased the eltr. of the Shellabarger Eltr. Co.—R. B. Parker & Co.

Melvin, Ill.—Inkster Bros. will install an Improved Hall Signaling Grain Distributor in their eltr.

Bloomington, Ill.—John Y. Chisholm has been appointed trustee for J. E. Hawthorne, bankrupt.

Crescent City, Ill.—Harlan Bros. have bot two Improved Hall Signaling Grain Distributors for their eltr. being built.

Longview, Ill.—Bartlett, Kuhn & Co. have bot the eltr. of the Longview Grain & Coal Co. The price paid was \$6,125.

Belleville, Ill.—J. F. Imbs Milling Co. has bot of the Richardson Scale Co. an automatic scale to be placed in its eltr.

Springfield, Ill.—The city council contemplates passing an ordinance for the appointment of a hay and straw inspector.

Mason City, Ill.—D. H. Curry & Co. have installed a new Western Sheller and Cleaner with a capacity of about 800-bus. per hour.

Peoria, Ill.—C. S. Taylor is now associated with the Van Tassell Grain Co., having purchased a half interest in the company.

Eleroy, Ill.—Meyers Bros. have settled their difficulties with the Illinois Central Ry. Co. and have started the erection of a new eltr.

Bradford, Ill.—J. P. Code recently sold one of his eltrs. to J. E. Cooley. It is a well equipped eltr. with 40,000 bus. capacity.

Ridgefarm, Ill.—W. F. Banta is installing Marseilles Warehouse Shellers in his eltrs. at this place, Mortimer and Humrick.

Pearl City, Ill.—F. A. Guentner has just installed some grain cleaning machinery purchased from the Noth-Sharp-Sailor Co.

Mason City, Ill.—The Farmers Grain & Coal Co. has voted to install a grain drier, new steam boiler and new 60 h.p. steam engine.

Homer, Ill.—The work of tearing down the eltr. of Fred Rose is completed and the work on a new addition will be commenced at once.

Saunemin, Ill.—Mr. Carson of Kankakee has been engaged as manager of the eltr. of the Saunemin Grain Co. and has moved his family here.

Steward, Ill.—O. I. Richolson, formerly agt. for the Neola Eltr. Co., has removed to Delaware, O., and is out of the grain business for a time.

Champaign, Ill.—The Hammond Eltr. Co. has bot suit against W. J. Block to recover \$6,000 damages for alleged failure to deliver oats on contract.

Rushville, Ill.—A corn contest is being given by the Griffith Hardware Co. prizes to be awarded Nov. 8 and 9 for the best 10 ears grown in Schuyler county.

Beaver (no P. O.) Ill.—Nelson Brouillette of St. Anne, Ill., will build a 20,000-bu. eltr. at Beaver, which is to be a new station on the John R. Walsh road.

Bongard, Ill.—The Rogers Grain Co. has bot suit against W. J. Block to recover \$1,000 damages for failure to de-

liver 15,000 bus. of No. 3 oats at this station as contracted, at 34 $\frac{3}{4}$ c per bu. Block delivered 7,804 bus. and refused the remainder.

Hartsburg, Ill.—Henry Kromminga has succeeded H. B. Rowe as Sec'y of the Hartsburg Grain & Coal Co. Mr. Rowe went to Colfax to accept a similar position.

Neponset, Ill.—The Neponset Farmers' Grain Eltr. Co., incorporated, capital stock \$5,000; incorporators, Edwin F. Norton, Charles Norton and George Matheson.

Harmon, Ill.—Frank Hettinger is enlarging the engine house at his eltr. and building a corn crib. He will install a new gasoline engine and make other changes at his feed mill.

Lakewood, Ill.—Root & Westervelt of Shelbyville have bot the grain eltr., hay barn and equipment of Frank P. Moore & Co. at this place for \$2,600. Wm. Gearhart will be the manager.

St. Charles, Ill.—Charles Crandall has bot an interest in the eltr. of Walter L. Judd. Mr. Crandall has been employed at the eltr. for some time. The name of the firm will be Judd & Crandall.

Kilbourne, Ill.—The Kilbourne Grain Co. has organized and has bot the eltr. of Ransome & Dolbin. H. D. Kiest, pres.; L. B. Ashurst, vice pres.; J. E. Barnes, sec'y; J. C. Young, manager and treas.

Taylorville, Ill.—Twist Bros., who have a line of eltrs. in the vicinity of Springfield, have bot the eltrs. of Wm. Loveless at this place, Honey Bend and Clarksdale, and also one of Adam Ritscher of this place.

Colfax, Ill.—H. B. Rowe, Jr., has taken charge of the Colfax Grain Co. as mgr. for the coming year. The company owns and operates two eltrs. of 65,000 bus. capacity and handles annually 500,000 bus. of corn and oats.

Parnell, Ill.—B. T. Railsback Sons of Hopedale have sold their eltr. and implemented business at this place, and Lee W. Railsback has gone to Bloomington as treas. for the Baldwin, Walter, Tankersley Co., grain brokers.

Seymour, Ill.—Wm. Murray is building a 50,000-bu. eltr. at this point, on the Havana branch of the Illinois Central. The eltr. will be equipped with up-to-date machinery and he will use both gasoline and electric power.

Strawn, Ill.—We have sold our entire business at this place, consisting of grain, lumber and coal, to M. J. Stotler of Hudson, Ill., who is now in charge. I shall retire from active business for a time at least.—C. H. Tryon, of C. H. Tryon & Co.

Pontiac, Ill.—Sec'y Strong reports that he has been able to settle several arbitration cases among Illinois dealers, to the satisfaction of contending parties. He is much encouraged with the spirit of fairness shown among dealers. The continual increase in the membership of the ass'n is gratifying.

Ogden, Ill.—Miss Edna V. Stewart, manager of the grain eltr. at this place for Frank Supple of Bloomington, is a bright young woman who has had large experience in the business. Besides conducting the large eltr., which, with another building on the Big Four, has storage capacity for 150,000 bus., Miss Stewart finds time to beautify her surroundings. On taking charge in January she

saw that the dreary plat of ground near the office could be transformed into a garden, and has planted many flowers. During the corn carnival and horse show of Oct. 17 and 18 Miss Stewart converted the eltr. office into a rest room for farmers' wives.

Decatur, Ill.—Jay M. Allen has bot the transfer eltr. of the Indianapolis, Decatur & Western Ry., has moved it from the railway right-of-way to his own land and expects to have the eltr. ready in 30 days. Mr. Allen will do a general business in buying and selling grain, and will operate as a transfer house when there is a demand.

New Holland, Ill.—The eltr. of the New Holland Grain & Coal Co. was burned Oct. 16, at 8 o'clock p. m. The eltr. of the D. H. Curry & Co. across the street, was saved after a hard fight. The eltr. contained 3,800 bus. of wheat, 3,000 bus. of oats and 2,000 bus. corn. Loss on contents \$6,500 and on the building \$6,000. Insurance on the grain, \$5,500, and on the building, \$3,500.

Mattoon, Ill.—The eltr. at Wright's Switch (no P. O.) of the Big Four Eltr. & Milling Co., was burned Oct. 11, at 1 o'clock. The building had been leased for the past four years by the company, represented by L. C. Orndorff, Ernest Orndorff and Charles Ashworth. The property was owned by W. L. Major. The engine was insured for \$350, and the contents for \$1,000, which more than covers the loss.

Madison, Ill.—The eltr. of the Western Eltr. Co., was burned Oct. 12. Loss, \$100,000; insurance on building, \$15,000, on grain \$30,000. About 25,000 bus. of wheat was burned. The building was a new one being completed Sept. 21. The eltr. was used for transfer business only, and was operated by August Miller, a member of the St. Louis Merchants Exchange. The plant has been rebuilt by the Burrell Engineering & Construction Co.

Kewanee, Ill.—Willbur Barrett was crushed to death, Sept. 10, under 67,000 lbs. of shelled corn in the S. W. McSpadden's eltr. He was caught by the floor of a bin that he was working on, when the partition of another gave away under the pressure of the grain. He was 22 years old. The accident was not discovered for half an hour, when the rescuing party chopped a hole in the side of the eltr., throwing tons of grain on the railroad tracks.

Peoria, Ill.—This has been a very active market during the last six weeks, the receipts having averaged over a hundred cars of grain per day. The best business is now over until the new crop of corn begins to move. Most of the corn that is coming in now is a good grade, altho considerable "whisky" corn is received during each month. The weighing and inspection departments are on a very efficient and satisfactory basis, the only change of any consequence being made is the Inspection dept. takes a record now of all seals broken.

INDIANA

Avilla, Ind.—Strauss, Ackerman & Co. have installed a Richardson Automatic Scale in their eltr.

Hebron, Ind.—H. J. Brown has installed a Richardson Automatic Scale in his eltr. of 1,000-bu. per hour capacity.

Royal Center, Ind.—Simon J. Carroll will erect a corn eltr. on the site of the

Besson Runkle Eltr. It will have a capacity of 45,000 bus. and a 50-h.p. gasoline engine has been received for elevating and shelling power.

Delphi, Ind.—H. G. Reed & Co. are improving their eltr. A 50-ft. addition is being built and the entire building will be raised to 40 ft. height.

Oaktown, Ind.—R. L. Bond is building an extension to his corn eltr. and will equip it with dump shelter, a Richardson Automatic Scale and a car loader.

West Point, Ind.—Evan Sherry will erect a grain crib, 30 x 50 ft. He will install eltrs. and will have it arranged so that no scooping will be necessary.

Etna Green, Ind.—The Etna Lumber Grain & Mfg. Co., has just installed a complete line of cleaning machinery furnished by the Noth-Sharp-Sailor Co.

Thorntown, Ind.—The eltr. of R. S. Stall & Co., which was burned Sept. 23, will be rebuilt on the site of the old plant. They expect to have it completed by Jan. 1.

Mongo, Ind.—Carl Ford has bot the eltr. recently built by W. C. Hawk and will also buy the eltr. of Mr. Hawk at La Grange. Mr. Hawk will conduct the eltr. at LaGrange for Mr. Ford.

North Hayden Sta., Cedar Lake P. O., Ind.—An eltr. of 15,000 bus. capacity is being erected 2 miles south of this station by the F. E. Brown Grain & Hay Co. of Lowell. The eltr. will be equipped with an Improved Hall Signaling Distributor and a Hall Non-Chokable Boot.

Bluffton, Ind.—L. A. Thomas has bot an interest in my business at this place, and hereafter the business will be conducted under the firm name of Davison & Thomas. We are at present erecting a warehouse and coal sheds at Petroleum, Ind., where we will conduct a hay, grain and coal business under the management of W. J. Borer.—C. F. Davison.

Indianapolis, Ind.—On complaint of shippers that they could not get enuf cars to ship grain Chas. V. McAdams of the state railroad commission conferred with officials of the Chicago & Eastern Illinois Railroad, Oct. 18, but without definite results. The road alleges that the shortage is due to other lines being slow to return cars.

Columbus, Ind.—The eltr. of W. H. Shanklin of Knoxville, Tenn., at East Columbus, was burned Oct. 8. Loss, \$10,000; with \$8,000 insurance. It is estimated that between 8,000 and 10,000 bus. of wheat was burned. It is thought that the eltr. was set on fire, as there was a strong smell of kerosene, and when the fire was discovered it burst from all parts of the plant.

INDIAN TERRITORY.

Lindsay, I. T.—J. H. Pruitt has installed a new Marseilles Dustless Cylinder Corn Sheller and Cleaner in his eltr.

Pauls Valley, I. T.—Cummings & Watson are installing a new Marseilles Dustless Cylinder Corn Sheller and Cleaner in their eltr.

Bradley, I. T.—The Bradley Eltr. Co. has installed a new Marseilles Dustless Cylinder Corn Sheller and Cleaner in its eltr. for handling either shucked or unshucked corn.

Lindsay, I. T.—New Marseilles Dustless Cylinder Corn Shellers and Cleaners for handling shucked or unshucked corn have been installed in the eltr. of Keel & Son at this place and Bradley.

Maysville, I. T.—T. J. Dobyns is installing in his new eltr., now being built, a new Marseilles Dustless Cylinder Corn Sheller and Cleaner.

IOWA.

Goodell, Ia.—August Lau has bot the eltr. of G. Hanson.

Chapin, Ia.—The Des Moines Ry. short line will erect an eltr.

Dewar, Ia.—Jos. Holdiman has charge of the eltr. of Follett & Emmert.

Atalissa, Ia.—W. L. Black has bot the eltr. of G. W. Black at this place.

Sioux City, Ia.—A board of trade has been organized with F. L. Eaton as pres.

Waterloo, Ia.—The Agnew-Nichols Grain & Live Stock Co. has gone out of business.

Jamaica, Ia.—The Farmers Grain & Coal Co. has bot the two eltrs. of W. E. Moore at this place.

Lanyon, Ia.—Albert Mungerson of Boxholm has taken charge of the grain business of E. A. Brown.

Struble, Ia.—Work has started on the 20,000-bu. Farmers Eltr., for which Chas. E. Newell has the contract.

Boone, Ia.—The Farmers Eltr. Co. has erected a new warehouse, 24 x 40 ft., and 16 ft. high, at a cost of \$550.

Le Mars, Ia.—The Plymouth Milling Co. will install an Improved Hall Signaling Grain Distributor in its eltr.

Spencer, Ia.—De Wolf & Wells Co. will install two automatic scales in their eltr. furnished by the Richardson Scale Co.

Wayland, Ia.—J. P. Schowalter has bot the interest of his partner Orly Keith in their eltr. The firm name will now be Schowalter & Son.

Milton, Ia.—The grain house of O. A. Talbott & Co. of Keokuk was burned Oct. 16, at 4 o'clock p. m. It contained about 2,000 bus. of oats.

Belle Plaine, Ia.—My successor at Renwick as agt. for the Northern Grain Co. is E. M. Jones. I am with the Northern Grain Co. at this place.—F. M. Webb.

George, Ia.—E. C. Bergfield, mgr. of the Farmers Eltr. Co., has employed George Pardon to assist him, and not to take charge, as erroneously stated Oct. 10 in this column.

Dakota City, Ia.—J. C. Huey of Dy-sart, who recently bot the interest of H. P. Jensen in their grain and stock business at this place, will move his family here in the spring.

Dedham, Ia.—Clifford A. Slife, member of the firm of M. Slife & Co., one of the well known grain firms in this part of Iowa, was married this week to Miss Bertha Aythart.

Sioux City, Ia.—The Sioux City Seed & Nursery Co. has purchased of the Richardson Scale Co. two scales, one to weigh 1,000 bus. of grain per hour and the other a 3-bu. bagging scale.

Boone, Ia.—Conn & Son have bot the eltr. of the Neola Eltr. Co., formerly operated by the McFarlin Grain Co. The plant will be closed. The firm will continue the eltr. company's coal business.

Council Bluffs, Ia.—The Trans-Mississippi Grain Co. is defendant in a suit for \$10,000 damages brot by the widow of Oscar S. Danielson, an employee of the Hess Warming & Ventilating Co., who was killed May 15 by a block of wood

thrown from an upper window of the Trans-Mississippi Eltr. by an employee of the grain company. Mr. Danielson was walking along the side of the building, the usual approach to the drier operated at the eltr.

Livermore, Ia.—Frank Beers, who has been manager of the eltr. of Gilchrist & Co. at this place, has been offered the position as manager of their eltrs. at this place, Hardy, Bode, Ottosen and West Bend.

Clarion, Ia.—The farmers are organizing a co-operative eltr. company. The farmers have an eltr. at Holiness (no P. O.) six miles west of here and one at Solber Sta., Rowan P. O., six miles east of here.

Minden, Ia.—C. H. Cooper of Council Bluffs has bot the interest in the eltr. operated by the Stuhr & Reese Grain Co., of John Reese. Mr. Reese will retain possession of the business until March 1.

Des Moines, Ia.—The Iowa railroad commission is said to have made a ruling that in times of car shortage shippers should be furnished with cars in the same ratio that they used them when cars were freely supplied.

Conrad, Ia.—Fire was discovered in the grain office of Gier & Belz at 7 o'clock, Oct. 11, having caught from the burning out of the engine flue; but owing to the prompt work of the fire company no damage was done.

Bondurant, Ia.—Fred Loerch, formerly of Mingo, Ia., has succeeded me at this place as agent of Bowen & Regur. I expect soon to engage in the grain or hardware business, and will want the Grain Dealers Journal, as I consider it the best journal in the interest of the grain trade.—W. F. Stephenson.

Hartley, Ia.—Fifty grain growers have joined in a complaint to the Iowa Railroad Commission that the Chicago, Milwaukee & St. Paul Railroad Co. is discriminating against a point named Dion in car supply. The farmers allege that they are compelled to haul grain several miles farther to market than would be necessary if the siding at Dion was furnished with cars.

Sioux City, Ia.—The Cereal Eltr. Co., incorporated, capital stock \$100,000. H. J. Hutton, pres.; M. King, vice-pres.; E. L. Mathews, treas.; C. J. Zeller, sec'y and M. T. Shepherdson and A. A. Truax, directors. Mr. Hutton is also manager of the Mystic Milling Co. The company was organized for the purpose of taking over the old Great Western Cereal plant which was bot a year ago. The plant has been remodeled, but it is to be enlarged, and the capacity, which is now 200,000 bus., will be doubled.

Des Moines, Ia.—Fire started on the roof of the residence of Geo. A. Wells, sec'y of the Iowa Grain Dealers Ass'n, on the morning of Oct. 10, causing \$2,500 loss, and badly damaging a residence next door. Mrs. Wells discovered the fire while in an upstairs room and immediately called the fire department by telephone. Members of the family, firemen and neighbors, removed everything from the lower part of the house and half of the contents of the upstairs rooms. Friends of Mr. Wells will be pleased to learn that the loss is covered by insurance.

Sioux City, Ia.—This city is to have a chief inspector of grain in the person of Chas. Siman; another member of the

force of R. P. Kettles, chief of the grain sampling and seed inspection Dept., Chicago, to graduate after years of faithful service into a position of personal responsibility. The eltr. recently constructed by the Commercial Club has given an impetus to the grain interests of this city located as it is in the heart of a great agricultural district. Mr. Siman has severed his connection with Chief Kettles Dept., and is now busy drawing up a set of grain rules to be submitted to the Commercial Club which has hired him, for their adoption.

KANSAS.

Belmont, Kan.—Carl Jaekle is erecting a 6,000-bu. eltr.

Waverly, Kan.—Painter & Son are erecting an eltr.

Wichita, Kan.—John Crowley, a railroad man and eltr. owner, died Oct. 14, of stomach trouble.

Valley Falls, Kan.—Neil McLeod's new eltr. is completed. He has installed a Witte 15-h. p. Gasoline Engine.

Toronto, Kan.—Sharets & Jackson have remodeled their eltr., installing a 25-h. p. Witte Gasoline Engine and other machinery.

Wichita, Kan.—W. T. Shute of Macks-ville, Kan., has bot a membership in the Wichita Board of Trade. He intends to open an office.

Burlington, Kan.—Reid & Gibbon will build a corn mill and eltr. on the site of the Burlington Roller Mills. F. H. Kolm is the manager.

Oberlin, Kan.—H. Q. Banta will conduct a regular grain business with headquarters here. He recently bot an eltr. at Kanona, Kan., of I. J. Peck.

Seneca, Kan.—I have purchased the grain and coal business of Aug. Kramer and am just completing a 15,000-bu. eltr. on the G. I. Ry.—Wm. Hossack.

Noble Sta., Lyons P. O., Kan.—R. J. Johnson has bot the grain business of W. E. Wright at this place and Lyons. Mr. Wright has retired from the grain business after 18 years.

Wichita, Kan.—Grain shippers now find it almost impossible to get cars. Consignments to Galveston which should arrive in a week are 5 to 6 weeks in transit owing to shortage in motive power.

Wichita, Kan.—J. C. Robb, formerly manager of the Robb-Bort Grain Co., has resigned his position and has gone into business for himself. He has taken over the account of Steinhart & Co., of New Orleans.

Topeka, Kan.—The mill built by W. L. Taylor of the Taylor Grain Co. is to be operated by the Kaw Milling Co. recently incorporated by John R. Mulvane and others, to take the property for the Bank of Topeka.

Corwin, Kan.—We are erecting an eltr. on the Missouri Pacific Ry., at Hazelton, and have bot the eltr. at Argonia, that the Farmers Co-operative Shipping Ass'n built several years ago. This company is buying good locations convenient to Wichita, Kan., and expects to make it their headquarters.—Kelly Bros.

Topeka, Kan.—E. J. Smiley, sec'y. of the Kansas Grain Dealers Ass'n, has requested members to write him on delay in reinspection this season at Kansas City. The purpose is to enable members to collect loss suffered by reason of this delay in reinspection. Mr. Smiley desires a list of the cars on which rein-

spection has been called, length of time after first inspection before reinspection was called, and amount of loss occasioned by this delay.

Viola, Kan.—S. R. Overton is defendant in a suit for \$1,056 brot by the Pearl Roller Mills of Oswego on an oral contract to deliver 6 cars of wheat at 63½¢ and one car of corn at 36¢ per bu. On account of failure to ship the mill company alleges that it was compelled to buy in the grain at an advance to 82 cents for the wheat and 48½¢ for the corn.

Kansas City, Kan.—Prosecution of members of the Board of Trade of Kansas City, Mo., is threatened by J. M. Meek, assistant attorney for Wyandotte county, who had a conference recently with Atty.-Gen. Jackson and E. J. Smiley, sec'y. of the Kansas Grain Dealers Ass'n. After the conference Mr. Meek said "The state law makes it a misdemeanor to make deductions such as the grain men on the Board of Trade have been making thru the eltrs. We expect to bring suits against the eltr. men doing business in Kansas City, West Side. The difficulty in enforcing this law is the fact that the grain buyers all insist that they are located in Missouri and are not amenable to the Kansas laws. As a matter of fact, they receive their grain in Kansas City, West Side. In spite of the fact that the legislature passed a law requiring the railroads to establish freight terminals at Kansas City, Kan., the grain shippers of the state of Kansas are still obliged to consign their grain to Kansas City, east side. The grain never goes to Missouri, but is handled in Kansas entirely. I don't know why the order of the railroad commission concerning freight terminals for Kansas City, West Side, has not been obeyed, but it certainly has not. We believe that the Kansas law can be enforced against these eltr. companies and that we can break up this system of deducting 100 pounds from each carload of grain shipped into Kansas City. The system of deducting the 100 pounds is a steal."

KENTUCKY.

Louisville, Ky.—The Southeastern Millers Ass'n held a meeting here Oct. 17.

LOUISIANA.

Shreveport, La.—The Louisiana Railroad Commission on Oct. 29 will hear the complaint of the Shreveport Traffic Ass'n against rates on grain and grain products made by the Vicksburg, Shreveport & Pacific and the Rock Island from this city to points on the Rock Island.

MARYLAND.

Baltimore, Md.—D. Yulee Huyett, formerly of Thos. H. Botts & Co., flour and grain commission merchants, has been elected a member of the Chamber of Commerce.

Baltimore, Md.—Thomas H. Botts, a member of the Chamber of Commerce and for many years in the grain commission business here, has retired and accepted a position with one of the leading bonding companies of this city.

MICHIGAN.

Galesburg, Mich.—We have succeeded A. K. Zinn.—Zinn & Austin.

Saginaw, Mich.—The Saginaw Milling Co. has recovered judgment against a

landlord for seed sold a tenant. The landlord gave his guarantee that the bill for seed would be paid.

Emmett, Mich.—The Richmond Eltr. Co. will install a Richardson Scale in its eltr.

Detroit, Mich.—John Croydon is no longer in the grain business.—W. N. Croydon.

Ann Arbor, Mich.—J. D. Ryan has been chosen by the board of commerce of this city to visit the northwestern grain eltrs. with a view to erecting a large eltr. here.

Itasca, Mich.—We have not sold any portion of our property or business to the Independent Eltr. Co. as stated in this column Oct. 10. The Itasca Lumber & Coal Co. was organized last spring and is doing a good business. It is a strong concern and our business is not for sale.—J. B. Crawford, Pres.

Richland, Mich.—The eltr. of Stevens & Curgo had a narrow escape from burning on Oct. 16. While making an examination of one of their large empty bins by the aid of a lighted lantern suspended by a rope, the rope broke and the lantern fell 20 ft. to the bottom of the bin, where it exploded. The burning oil set fire to the woodwork of the bin, but the fire was put out with small loss.

MINNEAPOLIS.

The inventory of the estate of the late Peter B. Smith fixes the value at about \$100,000.

The J. H. Kennedy Co. has discontinued business and Mr. Kennedy is thought to have removed to Oregon.

The Minnesota state ass'n of farmers' eltrs. will hold a meeting at Minneapolis Dec. 17 to complete the organization.

A woman and two men were fined small sums recently by Judge Smith for sweeping grain cars in the railroad yards.

M. F. Swanston of the Grain Producers Eltr. Co., of Michigan, N. D., has applied for membership in the Chamber of Commerce.

The estate of Frank H. Peavey has increased since the inventory after his death in 1901. It was scheduled at \$3,775,000, and the executors, after distributing \$5,242,000, still have a balance of \$1,220,000.

Alfred J. Hoskins, who was in the employ of the Chamber of Commerce steadily for 28 years, died Oct. 6, after a year's illness of kidney disease. He was born in Cayuga county, New York, in 1852, and his connection with the grain trade began with Cargill Bros. in 1879. He is survived by his widow.

Frederick C. Van Dusen and Chas. M. Harrington have bot the Star Eltr. of 2,250,000 bus. capacity and the Interstate Eltr. of 2,000,000 bus. capacity at Minneapolis and 115 country eltrs., of the Chicago & Northwest Granaries Co., an English syndicate which bot the business of G. W. Van Dusen & Co. in 1889.

There has been a perceptible tightening of the money market in Minneapolis in the last week. A big lot of grain drafts were received from the country Oct. 15 by local banks, and a rush was made by grain borrowers for funds. There was not enough to go around, and most everybody had to get along with less money than was wanted. The result has been to tighten up rates. While 7@ 7½ per cent is spoken of as the range of

rates to borrowers, there are reports that higher rates have been paid. It certainly can be said that many borrowers would pay more than 7½ for money were it available.—Northwestern Miller.

MINNEAPOLIS LETTER.

The Electric Malting Co. is getting its new plant into good shape, and began buying barley Oct. 22.

Telegraf service is fairly well re-established. After arrival at the main office here messages are delayed 1 to 5 hours.

The great barley receipts have nearly swept up the country. Advices from the country by traveling men and by line houses indicate that the largest part of the crop has been marketed. It is impossible to buy any barley in the country on bids sent out, but everybody prefers to take his chances on the Minneapolis market.

A great many commission firms are seriously embarrassed by the money stringency. On Oct. 22 over \$100,000 in drafts against shipments with Bs/L attached were turned down, as the drawees were unable to pay them, working a hardship on the shipper in the country. A number of Milwaukee and Chicago houses are said to have sent out notices that if shippers want to send them consignments they must do so without making drafts.—Minn.

MINNESOTA.

Maynard, Minn.—O. J. Hart is the new mgr. for the Thorpe Eltr. Co.

Cokato, Minn.—C. A. Nelson is the new mgr. of the Cargill Eltr. Co.

Clara City, Minn.—John Emmen is the new mgr. for the Thorpe Eltr. Co.

Granite Falls, Minn.—J. E. Lindquist is the new mgr. of the Northwestern Eltr. Co.

Willmar, Minn.—The large eltr. of the Duluth Eltr. Co. is closed and will not be opened this year.

Mayer, Minn.—Emil Paul of Young America, has been appointed wheat buyer for the State Eltr. Co.

Henderson, Minn.—A. Stoner is the new grain buyer for the Peavey Eltr. Co., at East Henderson.

Glenwood, Minn.—J. L. Werdin has succeeded C. J. Hanstrom as wheat buyer for the Monarch Eltr. Co.

Castle Rock, Minn.—A Farmers Eltr. Co. has been organized. Directors M. N. Holt, F. C. Pryor, J. N. Gill and others.

Clinton, Minn.—The Montevideo Roller Mill Co. has just completed an annex to its eltr., giving it a total capacity of 25,000 bus.

Kandiyohi, Minn.—W. J. Tait, mgr. for the Interstate Grain Co., and G. L. Ellsworth, mgr. for the Duluth Eltr. Co., are new buyers here.

Campbell, Minn.—The line eltrs. and an independent company here have been indulging in a fight, disturbing the market at neighboring stations.

Milan, Minn.—The board of directors of the Farmers Eltr. Co. held a meeting recently to decide about the installation of a cleaner at the eltr.

Granite Falls, Minn.—The Crown Eltr. Co. has rebuilt its driveway. The driveway is about 100 ft., or more, long and runs over a little creek.

Lismore, Minn.—A hot box in the eltr. boot of the farmers eltr. was discovered just in time to put out the fire with small loss one afternoon recently.

Chokio, Minn.—A. Evenson took my place as mgr. of the Farmers Eltr. Co. at Windom; and I am now with the National Eltr. Co.—Milo Billings.

Dassel, Minn.—L. Pankake, local mgr. for the New London Mlg. Co., is a member of the Dassel fire company and the boys say he's in line for a Carnegie hero medal.

Montevideo, Minn.—The Montevideo Roller Mill Co. will add 2 steel storage tanks to its 40,000-bu. eltr. here. The company intends to use this eltr. for cleaning.

Granite Falls, Minn.—I can just take in 600 more bus. of wheat and then the eltr. is filled. Haven't had a car for 2 weeks.—H. Frederickson, mgr. Empire Eltr. Co.

Elysian, Minn.—The Elysian Farmers Ass'n is building addition for the feed mill and engine room. The cost will be \$1,000. A 32-h. p. gasoline engine and feed mill will be installed.

Clara City, Minn.—I had to close the eltr. for 3 weeks for it was completely filled and I couldn't get any cars. The outlook for cars is mighty poor.—C. R. Thorn, mgr. Willmar Mlg. Co.

Raymond, Minn.—Wm. Talen has moved his family here from Prinsburg and will buy for the Thorpe Eltr. Co. He succeeded Lucas Slagter, who has been transferred to the Liberty Lumber Co.

Cokato, Minn.—The eltr. of the Cokato Eltr. Co. is closed and will not be in operation the balance of the year. The plant was running for some time but receipts were not large enuf to warrant operation.

Atwater, Minn.—G. F. Jones, the mgr. of the Interstate Grain Co., has lined up many a flax car and he is now so adept at this work that he expects to hang out a shingle. "G. F. Jones, Tailor to the Grain Trade," he handles the cloth so well.

Mankato, Minn.—O. H. Osmundson has been appointed receiver for the Mankato Malting Co., which is said to have made contracts last year to supply eastern buyers with malt at prices then ruling. The capital of the company is \$100,000.

St. Paul, Minn.—E. T. Young, attorney of Minnesota, on Oct. 11 was served with an order issued by Judge Lochren to show cause why he should not be punished for contempt of court in having brot mandamus proceedings to compel the railroads to comply with the commodity rate law enacted by the last legislature.

Maynard, Minn.—Here are six eltrs., tho four of them could easily take care of all the grain. Two-thirds of the grain I receive nowadays consists of oats; about 11 years ago everything was wheat and the first three years I had to coax the farmers to bring in enuf oats to feed my horse which at that time supplied the power.—M. Mooney, mgr. Interstate Grain Co.

Eltr. assessments in Minnesota have been increased by the State Board of Equalization. The greatest increase was in Aitkin county, where the board made the increase 120 per cent. Returns from that county last year placed the value at \$5,640, and the returns this year made it \$3,860. Other increases ordered were as follows: Benton 50 per cent; Anoka and Hubbard 33½; Hennepin and Pine, 25; Lincoln, 20; Decker and Marshall, 15;

Clay and Meeker, 10; Meeker, Norman, Otter Tail, Polk, Roseau and Wright, 10; LeSueur and Sibley, 5. The total assessment for the entire state this year is about \$2,875,000; compared with about \$3,500,000 last year.

Atwater, Minn.—N. A. Beaton, the mgr. of the Duluth Eltr. Co., is a member of the town band. He has a sliding trombone hanging in the eltr. office and the boys say when loads of grain are not coming his way he stands in the driveway and lets out a few toots and ends up with "If Time Were Money I'd Be a Millionaire" and that brings in loads several blocks long.

Rochester, Minn.—G. W. Van Dusen & Co. have built a new office 12x12 ft. and installed two new Fairbanks-Morse engines in its eltr. One of the engines is 22 h. p. and the other 15; one will be used for handling flax seed and the other for barley and coarse grains. The improvements will cost about \$2,000. C. R. Redell, who has been agent for the company for the past 26 years, will be retained.

Pine Island, Minn.—The bondsmen of M. E. Billings of the Farmers Eltr. Co., of this place were sued by the company, which obtained a judgment for \$1,400, the amount of their principal's shortage. The bondsmen in turn have brought suit against the officers of the company, alleging carelessness on the part of the latter in accepting reports at intervals other than as provided by the by-laws of the company.

Duluth, Minn.—The practice of "plugging" or "setting up" cars of grain threatens to become epidemic this fall, and the eltrs. here have suffered so much loss from this (to put it none too strongly) nefarious trick, they have posted notice of their intention to charge 2c per bushel for cleaning cars which are found to be in this condition. It is certainly to be hoped that the imposition of this charge will stop the run of "CC" cars to this market.—*Commercial Record*.

MISSOURI.

Kansas City, Mo.—The first car of new corn of the crop of 1907 was received Oct. 3 from Bliss, Okla.

Kansas City, Mo.—The Westport Cereal Mill, owned by S. N. Smith, burned Oct. 16. Loss on building, \$20,000; insurance, \$12,000.

Mount Vernon, Mo.—The Farmers Eltr. & Cold Storage Co., incorporated, capital stock \$6,500; incorporators, William H. Johnson and others.

Kansas City, Mo.—The Rich Grain Distilling Co., incorporated, capital stock \$5,000; incorporators, G. W. Mitchell, N. F. Norland, H. P. Scott and Simon Good.

Kansas City, Mo.—The Simonds-Shields Grain Co. has increased its capital stock from \$50,000 to \$100,000, all the increase paid. Assets, \$860,000; liabilities, \$601,000.

Kansas City, Mo.—The Moses Bros. Mill & Eltr. Co. has leased the mill of the Rex Mill Co. The company operates a 1,000-bbl. mill at Great Bend, Kan., and a line of eltrs.

St. Louis, Mo.—The Pendleton Grain Co., incorporated, capital stock \$35,000; incorporators Ralph J. Pendleton, L. A. Cooksey and J. M. Pendleton of this place and Albert D. Pendleton of Indianapolis.

Kansas City, Mo.—C. D. Babb, for 8 years with the Geo. A. Adams Grain Co.,

and recently secy. of that company, has withdrawn to enter the grain commission business on his own account, with offices in the Board of Trade bldg.

Fortescue, Mo.—William Hill of Forest City, who for some years had an interest in the Forest City Eltr. & Milling Co., now has charge and is foreman of all of the John H. Lynds Mill & Eltr. Co.'s interests here including the eltr. and lumber yard.

Wakenda, Mo.—The Wakenda Eltr. Co., incorporated, capital stock \$4,000; incorporators Otis Adams, Thompson Singleton, H. D. Hartman and others. The directors are Otis Adams, pres.; Geo. E. Stanley, sec'y and treas., and Thos. Singleton, vice-pres. The company will erect an eltr. Stock has been taken by forty farmers.

Kansas City, Mo.—One of the judges in the juvenile court here has recently cautioned retail feed dealers from buying grain from children, as he will enforce the new law. The court stated that the dealers were only making criminals out of the children; and that the buyers are liable unless they know absolutely where the children obtained the grain.

Kansas City, Mo.—A petition asking that the Parker Grain Co. be declared bankrupt was filed in the federal court Oct. 12 by the Enid Wholesale Grain Co., E. R. & D. C. Kolp of Fort Worth, Tex., and J. F. Cheatum of Cleveland, Kan. One of the petitioners alleges that grain delivered was not of the grade ordered, causing a loss of \$652; and in another instance the company failed to deliver 95,000 bus. of wheat on contract.

Jefferson City, Mo.—In the Supreme Court Atty.-Gen. Hadley has replied to the return of the Missouri Pacific Railroad, denying that the purchase of stock by the Missouri Pacific Railroad in the Kansas-Missouri Eltr. Co. was made for the purpose of furnishing the facility needed by it as a common carrier for storing and handling grain for shippers, and thus to enable it to discharge the duty which it owed to the public; but, on the contrary, the railway company, thru the management, conduct and control of the business of the eltr. company, did from the time it became the owner of stock up to the time of the filing of this information, engage in the business of conducting a general eltr. business with the general public in the State of Missouri for the storing, handling, clipping, mixing, grading, buying and selling of grain through and under the name of the eltr. company. The atty.-general seeks a dissolution of the alleged merger of the railroad and eltr. company.

MONTANA.

Lewistown, Mont.—The Montana Eltr. Co., incorporated, capital stock \$50,000; incorporators, A. W. Warr, C. R. McClave and J. E. Lane. The company owns an eltr. at Moore.

NEBRASKA.

Paul, Neb.—E. H. Reed is building a 10,000-bu. eltr. to replace the old one.

Firth, Neb.—McElvain & Damrow have engaged in the milling and eltr. business at this place.

Leshara, Neb.—The Rutt-Zaugg Lumber & Grain Co., incorporated, capital stock \$25,000.

Humphrey, Neb.—O'Shea & Finkrell

have succeeded O'Shea Brothers in the grain business.

Harvard, Neb.—The Urdike Grain Co. has bot an Improved Hall Signaling Grain Distributor for its eltr.

Schaupps, Neb.—The Schaupps Grain Co., incorporated, capital stock \$10,000; incorporators Emery Bly and others.

Avoca, Neb.—The Avoca Eltr. Co. will build an addition to its eltr., increasing the capacity from 12,000 to 30,000 bus.

Omaha, Neb.—The Urdike Milling Co., which recently bot the plant of the Omaha Milling Co., has just placed the mill in operation. Its capacity is 1,000 bbls. per day.

Omaha, Neb.—W. I. Naylor bot of F. O. Naylor two lots and a grain storage house for \$10,000. The eltr. was formerly owned by the Nebraska Hay & Grain Co.

Omaha, Neb.—The Urdike Grain Co. has brot suit against Bartlett, Frazier & Carrington to recover a balance of \$1,995, alleged to be due on 44 cars of grain sold to defendants.

Tekamah, Neb.—Carter, Simons & Co. were given judgment against the Roberts Eltr. Co. recently for \$1,400 for breach of contract in failing to deliver 40,000 bus. of grain.

Wakefield, Neb.—The Farmers Eltr. Co. has its eltr. completed by Chas. E. Newell. It has a capacity of 25,000 bus. and is said to be the most up-to-date eltr. in this part of the state.

Lincoln, Neb.—Judge Munger has denied the railroads a temporary injunction restraining the state railroad commission from taking any action looking toward a reduction of grain rates pending their appeal in the rate cases.

Omaha, Neb.—Miner & Co. have opened offices here with a complete ticker service. The office will be managed by Jack Swift and W. J. Winston who will operate the only stock brokerage business in the new Brandeis building.

Omaha, Neb.—My resignation as secy. of the Omaha Eltr. Co. became effective Oct. 16. I have engaged rooms 703 and 705 of the Brandeis bldg. and will remain in the trade here, whether with or without an eltr. I am not full decided. My successor with the Omaha Eltr. Co. is John T. Buchanan, formerly asst. secy. —A. H. Bewsher.

NEW ENGLAND.

Nantucket, Mass.—Wm. T. Swain & Co. are building a 10,000-bu. eltr. and hay and feed shed on their dock and will install a 7-h.p. Fairbanks-Morse Gasoline Engine to discharge vessels. The firm takes the grain in bulk into its own vessel at Woods Hole, Mass., and transports to Nantucket.

Boston, Mass.—New regulations on the holding of grain, and grain products at Rensselaer, N. Y., by the Boston & Albany road will go into effect Nov. 18. Shippers desiring to avail themselves of this privilege, should consign cars "hold Rensselaer" but send orders changing destination of cars and correspondence relating thereto, to S. G. Chase, agent, West Albany Transfer, New York. The privilege of reconsignment to points on the New York, New Haven & Hartford railroad will apply only on cars originally consigned to local points on the New York, New Haven & Hartford railroad, or when the freight is loaded New York,

New Haven & Hartford railroad cars or New York Central system cars. A charge of \$2 per car to cover the cost of switching, etc., will be made on all cars held for diversion. No charge will be made when orders for change of destination reach the agent at West Albany Transfer before arrival of cars at that point.

NEW JERSEY.

Newark, N. J.—Wilkinson, Gaddis & Co. have bot four automatic scales of the Richardson Scale Co. for bagging grain.

Newark, N. J.—The United Hay Co., incorporated, capital stock \$50,000; incorporators, Abraham Kaiser, Fanny Kaiser and Esther Kaiser.

Rahway, N. J.—Joseph H. Jennings Co. incorporated, capital stock \$10,000; incorporators, Joseph Jennings, Melvin L. Vail and L. Lewis Bolmer.

NEW YORK.

Buffalo, N. Y.—Samuel Angert recently suffered loss by fire in his feed store and eltr.

Olean, N. Y.—The Acme Milling Co. has ordered an automatic elevator scale from the Richardson Scale Co.

Buffalo, N. Y.—B. J. Burns, head of the firm of Burns Bros., will retire from the firm to engage in other business.

Buffalo, N. Y.—Root, Neal & Co. have bot from the Richardson Scale Co., an automatic scale for weighing 1,000 bus. of grain per hour.

New York, N. Y.—James W. Spence Co., incorporated, capital stock \$5,000. Directors George S. Young, Brooklyn, James W. Spence and Harry S. Young of this place.

Rochester, N. Y.—The Chamber of Commerce sent out a circular to shippers requesting information as to the poor service given by the railroads to be laid before the public utilities commission.

Brooklyn, N. Y.—Samuel Adelson has been appointed receiver of Adelson, Rod & Co., dealers in barley, in a suit brot by Jas. Tobin against his partners, Samuel Adelson and Barnet Rod, for a dissolution.

Buffalo, N. Y.—Improvements at the plant of the American Linseed Oil Co. made during the past two months have increased its grinding capacity to 15,000 bus. daily, which is double the former consumption of flax seed.

New York, N. Y.—George H. Martin, who has been in the grain trade for over 30 years, latterly with the Peavey Eltr. Co., of Minneapolis, will manage the local office of Horace Cook, grain merchant, succeeding Fred Bernsee, who has gone into the brokerage business on his own account.

Deansboro, N. Y.—The firm of Blanding & Cooper, proprietors of the Deansboro grist and feed mill, has been dissolved, Mr. Cooper retiring from the firm. The business will hereafter be conducted by the Blanding Feed & Grain Co. recently incorporated. The plant has recently been overhauled and improved, and a new turbine water wheel of 100 h. p. installed. The power for the electric lighting plant is from these works, the dynamo being operated by a water wheel of 50 h. p. The mgr. is O. A. Blanding.

BUFFALO LETTER.

Corn and oats by rail are coming in rather slow, but in good condition. For two days the past week there were 103

cars of corn and 42 cars of oats, all told, reported for inspection. Very little track wheat is inspected here, or handled here for that matter, it nearly all passing thru elevator, ex-lake.

The Niagara feed mill, which belonged to the bankrupt estate of the late J. H. Rodebaugh, was to have been sold by the receiver, G. W. Bartlett on the 16th, but the sale was put over two weeks.

Trade in corn and oats is good and natural, tho buyers are not entirely reconciled to high prices. Their steady predictions that the top had been reached has not given them much glory as prophets.

Cereal mills in different parts of the east are keenly feeling the high prices of oats, and it is common knowledge based on assertions of managers that many of them are doing business at an actual loss.

Track eltr. building is making good progress here, that of the Husted Milling Co. at east Buffalo being half way up; and the addition to the eltr. of the Riverside Malting Co. at Black rock is about done.

The sharp advance of durum wheat has set millers to studying if it is worth the while to force it into use. When it was so much cheaper than other wheat the temptation was great. Kansas wheat followed the same course.

Wheat has been going up so much of late that the State farmers are holding their crop back in the belief that they would get quite a little more than a dollar for it, tho millers are trying to hold it down to about that figure.

O. A. Bruso, who for sometime has been the Buffalo representative of Rubins Bros., New York grain dealers, is apparently having a walk-over in his candidacy for alderman, especially as he has for years been very strong in his ward.

The canal boatmen are grumbling, and apparently with good reason, over the management that has kept them idle nearly half the summer over a single break, which is still making trouble after several mendings. The canal engineers seem to be out of commission.

Some buckwheat is now coming in, but dealers say it is a poor crop this year. It should have been good and large in amount, as there was a large amount of plowed land that could not be sowed to earlier crops and the season has been cool enough for its growth. Dealers quote it at \$1.25 per 100 pounds.

Larger receipts of grain by lake are promised tho it is doubtful if the old gait of a million bushels a day thru this part of the season will be resumed. The shippers are afraid of railroad holdups in Buffalo. An eltr. authority has it that the old movement of 225,000,000 bus. a season would continue but for car shortage here.

According to the testimony before the State Public Service Commission the New York Central Railroad is 15 days behind its grain elevator orders, as an East Buffalo Cereal Co. was at last accounts preparing to shut down for want of wheat, as its elevator was large enough only to hold enough to run 15 days. Shippers are well pleased with the work of the commission.

The eltr. pool is holding meetings on the question of winter storage and will soon be in line for taking care of a large amount of winter grain, with the expectation that enough can be obtained to fill

all the houses. With a full complement of winter grain and quite an amount of summer storage grain the usefulness of the eltrs. is much greater than it was, tho charges are low and earnings are not very satisfactory.

Car shortage was supposed to be getting no worse in the city, when on the 17th the Erie Railroad notified shippers that it could not accept any cars for other lines. The embargo is supposed to be temporary, but it holds business up badly. There is a notion that the business of the country is to be cut down materially right away and yet the Erie officials here say that they are doing 10 per cent more freight business than they were a year ago.

The Niagara Frontier millers, which were joined by those of Rochester, sometime ago complained to the Interstate Commerce Commission that the western roads were making discriminating rates against them in favor of Minneapolis. They were given a hearing on the 18th by Commissioner Prouty, in which they declared that the rates were cutting down the flour production here. The matter will be argued before the whole commission next month.

The State Public Service Commission continued its hearing on railroad freight matters on the 14th and 15th and then proceeded to Rochester, announcing that it would be back at intervals till in full possession of the facts in the situation here. The time was taken in getting an idea of the railroad equipment here. Promises of better dispatch were made by Supts. Brunn of the Erie and Van Allen of the New York Central. What is regarded as a result of the hearings is a new city tariff by the New York Central, reducing to half the charges shippers complained of at the hearing in September.

There is not as much activity in the grain business here as the grain dealers would like to see, or the demand for grain would seem to justify. There are sundry causes. They are not purely local either, but may be found to influence conditions in nearly every terminal market, with the exception of the temporary cessation of traffic on the Erie canal on account of the bad breaks at Syracuse. The money market here is tight. It is unnecessary to go into particulars as to the reasons for it, but the fact is apparent. Rates were recently raised by the banks from 6 to 6½% and there is talk of raising it to 7%. This, with the high prices of grain, is bound to curtail buying, for consumers are purchasing only what they need in hopes that conditions will adjust themselves soon to a more satisfactory commercial basis. But the curtailment of the grain business is only on the surface. Underneath the scare about tight money, no cars, and other bogies much business is being done and level headed men agree that the temporary check in business is good for it.—C.

NORTH DAKOTA.

Adrian, N. D.—H. M. Olson is erecting an eltr.

Blaisdell, N. D.—H. R. Bates is erecting an eltr.

Wolford, N. D.—O. E. Topness is now in charge of the eltr. of the Acme Grain Co.

Leonard, N. D.—The Great Western Eltr. Co.'s eltr. sprung a leak Oct. 12. The warehouse attached to the main building gave away and let 1,000 bus. of

wheat out on the side track. With no cars to take it up, it gave the company some trouble to care for.

Bowbells, N. D.—R. B. Burger & Co. have moved their eltr. to the Soo right of way.

Montpelier, N. D.—The Consolidated Eltr. Co. will rebuild its eltr. recently burned.

Wishek, N. D.—C. S. Harris' new eltr. is completed and is now taking in loads of grain.

Kempton, N. D.—On account of the car shortage the five eltrs. here are full of wheat.

Gladstone, N. D.—The Farmers Eltr. Co. has let the contract to Haugen Bros., for the erection of an eltr.

Hillsboro, N. D.—The Hillsboro Lumber Co. has bot the business of the St. Anthony & Dakota Eltr. Co.

Litchville, N. D.—Paul Johnsen will erect a warehouse on the site of the old one which was burned last spring.

Minot, N. D.—The Minot Eltr. Co. has erected an eltr. costing \$6,000, and the Acme Eltr. Co. one costing \$3,000.

Kenmare, N. D.—Joe Hagen will buy grain for the Northern Eltr. Co. at Norma, a new town near here, no post office.

Noonan, N. D. (No P. O.)—The St. Anthony & Dak. Eltr. Co. has had a 30,000-bu. eltr. completed by C. E. Bird & Co.

McVile, N. D.—Harry M. Case has bot the eltr. of the Olsgard Eltr. Co. He has had charge of the eltr. for the past year.

Munich, N. D.—The Farmers Grain Co. has bot the eltr. of the Burgess Eltr. Co. D. T. Watkins of Lakota is now in charge.

Stampede, N. D. (No P. O.)—The Ward County Farmers Eltr. Co. has opened its new eltr. with J. G. Peterson in charge.

Antler, N. D.—The Antler Eltr. Co., incorporated, capital stock \$50,000; incorporators, J. O. Helgeson, M. D. Dyar and F. A. Rinkel.

Cuba, N. D.—Thos. Lillethun, the independent buyer, has bot a little over 80,000 bus. of wheat this fall.—A. T. Lenzert, agt. the Atlantic Eltr. Co., Fingal.

Cayuga, N. D.—The St. Anthony & Dakota Eltr. Co. has re-purchased the eltr. which they sold to the Farmers Elev. Co., last year. Wm. Mathias is the buyer.

Bartlett, N. D.—The side of the eltr. of the Grain Producers Co. burst Oct. 9, and a quantity of grain ran out on the ground, causing some loss to the company.

Ellendale, N. D.—The Imperial Eltr. Co. has had 3 eltrs. all of 35,000 bus. capacity, built by C. E. Bird & Co. at Lorraine, Hong and Dunning, N. D., new towns on the G. N. R. R.

Anselm, N. D.—The Anselm Farmers Eltr. Co. is being organized by E. P. Rhinehart, M. B. Greene, Peter Olson and others. Capital stock \$50,000. The company will erect an eltr.

Gronna, N. D.—The National Eltr. Co. has succeeded the Robinson & Elliott Co., now at Rolla. Jesse Taylor is agent for the Cargill Eltr. Co. and Jos. Switzer is agent for the Amenia Eltr. Co.—L. C. Strauss.

Pembina, N. D.—H. L. McDougald of Fergus Falls has succeeded H. Gains as agent for the Amenia Eltr. Co. Mr.

Gains has been with the company for several years and retires for the purpose of looking after his interests in Fargo and other places.

Rolla, N. D.—The Rolla Roller Mills burned at 5 o'clock a. m. Oct. 16. The engine house was saved. The National Eltr., across the street, was scorched, but did not catch at any time. The cause of the fire was the lantern overturned.—J. M. Robinson, agt. the National Eltr. Co.

Coburn, N. D.—On Oct. 12, the engine room and office of the Monarch Eltr. Co. were burned. The section men had been burning the grass along the track and during the day some sparks of fire got into the building. By tearing away the driveway leading into the eltr. the main building was saved, but it cannot be operated either to receive or ship out grain.

OHIO.

Columbus, O.—S. L. Douglass is out of the grain business.

Hamler, O.—I am not in the grain business.—Jos. Welfle.

Shreve, O.—McKee Bros. are not in business.—B. T. Craig.

Rosburg, O.—I have succeeded Ross, Beam & Son.—M. J. Ross.

Thornville, O.—Chas. Park is a scoop-shoveler.—H. H. Edmunds.

White Sulphur, O.—I am in the grain business here.—F. H. Cowles.

Canton, O.—The Ohio Millers Ass'n will meet at this city Nov. 12.

Enon, O.—We have succeeded T. W. Brooks.—Tranchant & Fennell.

Edison, O.—Haserodt & Co. are not in business.—Blair & Howard.

St. Paris, O.—W. J. Jenkins is not a grain shipper.—Duncan & Son.

Lockville, O.—I have been succeeded by King & Gundy.—J. P. Gundy.

Perrysville, O.—I have been succeeded by J. F. Jones & Son.—C. C. Jones.

Lewis Centre, O.—We have succeeded J. O. Gooding.—Gooding & Crumb.

Carroll, O.—J. C. Schaeffer is also in the grain business here.—J. P. Gundy.

Cardington, O.—Mills Bros. have succeeded Mills & Conger.—J. G. Mills.

Groveport, O.—Baum & Herr are building an extensive addition to their eltr.

Urbana, O.—W. A. Dellinger is not a regular dealer.—W. B. Woodward & Son.

Marengo, O.—I have succeeded the Babcock-Cruickshank Co.—T. W. Babcock.

Ashland, O.—Boyer & York are in the grain business here.—B. H. Palmer & Son.

Celina, O.—We are the only hay dealers here.—C. M. Dull, mgr. Model Milling Co.

New Lexington, O.—The Purvis Milling Co. is in the grain business.—J. H. Martin.

Frankfort, O.—Blue & Co. and J. T. Cline are scoop-shovel shippers.—Elias Hutton.

Monticello, O.—Voke, Drake & Clay have succeeded Voke Bros. & Clay.—A. H. Clay.

Galion, O.—The Galion Cereal Co. is out of business. We only do a track-buying business at Galion. We buy hay from farmers and load here on track.

KANT SLIP Car Mover

Address: P. M. JACOBUS, Millstadt, Ill.



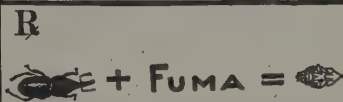
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Thousands of grain men read the Grain Dealers Journal twice each month—even if there is only one among all that crowd that can fill your want, you will be satisfied.

We do not bother with grain at this point. We have an eltr. at North Robinson, on the Pennsylvania.—Switzer & White.

Minerva, O.—I have succeeded Weston & Dennis, the latter having retired.—Len Dennis.

Bucyrus, O.—I am not at present in the grain business in any way.—Geo. W. Mahaffey.

Wooster, O.—A. A. Mowrey and W. W. Kaufman are not in business.—A. M. Tombelle.

Hamilton, O.—Anderson & Shaffer are in the grain business here.—Edw. Sohngen Malting Co.

Columbus Grove, O.—Turner Bros. have gone out of business.—Columbus Grove Grain Co.

Napoleon, O.—I. E. Bonnielfield and Joseph Siebenalber are scoop-shovelers.—H. H. & J. Vocke.

Greenville, O.—A. L. Garman works for me. We handle car lots only.—E. A. Grubbs Grain Co.

Xenia, O.—Greeley & Co. and Dewey Bros. Co. are in the grain business here.—Miami Grain Co.

Morral, O.—C. B. Jenkins is not in the grain business here.—The Morral Eltr. & Lumber Co.

Belle Center, O.—Marshall Harrison and J. T. Brown & Son are scoop-shovelers.—Jos. Timmons.

Waterville, O.—The Waterville Milling Co. is engaged in the grain business here.—C. R. Tasker.

Storms, O.—W. P. Scheible is a scoop-shovel shipper at this place and Bainbridge.—J. L. Baum.

Tiffin, O.—E. E. Evans & Co. and B. D. Knepper & Co. are scoop-shovel loaders.—Jos. Loudenslager.

Bainbridge, O.—The scoop-shovelers here are Giffin & Tree and W. P. Scheible.—M. Worley & Sons.

Delphos, O.—Botzum Bros. are operating a 5,000-bu. eltr. on the Northern Ohio R. R.—Dolbey & Morton.

Springfield, O.—S. A. Muff is not a grain dealer. He handles implements only.—W. E. Tuttle & Co.

Ada, O.—O. M. Abt & Co. are scoop-shovelers. We have succeeded the Stemple Bros. Co.—Stemple Bros.

West Salem, O.—W. M. Thompson is a farmer, a shipper of grain, but not an eltr. man.—Wm. Salen & Co.

Toledo, O.—The Produce Exchange is installing apparatus for determining the amount of moisture in grains.

Greenfield, O.—Case Bros. are millers, not on railroad but ship some over both roads.—C. C. Norton's Sons.

Mt. Cory, O.—I am out of the grain business and the Farmers Eltr. & Exchange Co. is new.—Levi Falk.

Plain City, O.—The scoop-shovel men here are H. D. Ashbrook, Link Harris and N. M. Huber.—C. C. Tagert.

Van Wert, O.—Chas. T. Pierce and the Ireton Bros. & Eikenbary Grain Co. are in the business.—J. D. McGill.

Shelby, O.—Hill & Myers are out of business and Weaver Bros. never did business at Shelby.—Wm. H. Morris.

Greenfield, O.—I do a track buying business, in grain and hay, car lots only, buying and shipping.—J. E. Iseman.

Akron, O.—The Quaker Oats Co. has succeeded the American Cereal Co. The following have no facilities for a regular grain shipping business: Geo. A. Bisbee,

L. Kryder & Sons, A. Grisinger, Hancock & Baumgartner and Clinton Milling Co.—Peterson & Wright.

Norwalk, O.—Mead & Woodward are operating a 10,000-bu. eltr. on the L. S. & M. S. R. R.—F. A. Jenkins & Co.

Rockcreek Sta., O.—C. W. Harrington has just installed a Constant manlift furnished by the Noth-Sharp-Sailor Co.

Navarre, O.—J. M. Hay is buyer here for Hardesty Bros., of Canal Dover, O.—Will H. Stahl, mgr. Zintmaster Bros.

Alvada, O.—The Sneath-Cunningham Co. is in the grain business here on the Hocking Valley R. R.—F. W. Keoper.

Celina, O.—N. D. Hellwarth, U. G. Palmer and C. M. Dull are out of the grain business here.—Palmer & Miller.

Woodland, O.—O. P. Lenox has purchased the 10,000-bu. eltr. on the Erie of W. H. Lenox.—Lenox & Son, Richmond.

Mansfield, O.—Boden & Snyder are not equipped with regular facilities for the shipment of grain.—L. A. Strong Eltr. Co.

Painesville, O.—W. G. Avery is unknown. The Nickle Plate Milling Co. ships grain.—Fairport Warehouse & Eltr. Co.

Fremont, O.—The Fremont Eltr. & Supply Co. is operating a 15,000-bu. eltr. here on the L. S. & M. S. R. R.—Gottron Bros.

Circleville, O.—Thos. W. Brown is not in business. S. C. Grant and Samuel Ashbrook are scoopers.—J. F. Bales & Son.

Wapakoneta, O.—The Wapakoneta Grain Co. is operating here, with a 15,000-bu. eltr. on the T. & O. C.—Haus & Bidler.

Greenville, O.—I am not in the grain business and have not been since I sold out at Lynn, Ind., last April.—J. E. Owens.

Cable, O.—Jason Yocum and another are scoop-shovelers at Cable, Hagenbaugh and Woodstock.—W. B. Woodward & Son, Urbana.

Mechanicsburg, O.—A. L. Thomas and B. E. Bowers are scoop-shovelers here, having been operating since harvest.—H. M. Brown & Co.

Middlepoint, O.—McGinnis & Eikenbary, coal dealers, are trying to load grain and hay, but are not an established firm.—Felger Bros.

Pataskala, O.—S. & J. Gravel are regular dealers here, having a 3,000-bu. warehouse on the Pennsylvania and B. & O.—Geo. E. Wells & Co.

Arcanum, O.—G. R. Keller is out of the business and Turrel & Cooper have engaged in business with eltr. on Big Four.—H. J. Niswonger.

Cincinnati, O.—The Chamber of Commerce is enlarging the scope of its weighing bureau to include other interests than the grain and hay trades.

Mechanicsburg, O.—W. H. Hodge, formerly of this place is now doing business at Catawba Sta., post office Horrs, O.—Long Mill & Eltr. Co.

Sterling, O.—Dudley Cabel is the present proprietor of the plant I formerly operated. Chas. Moine is a scoop-shovel dealer.—David I. Clemmons.

Broughton, O.—I have gone into partnership with John Wickenhiser & Co., of Toledo for the three eltrs. at Broughton, Goodwin and Melrose.—Axel White.

Pleasant Bend, O.—The only scoop-shovel shippers here are Herb. Curtland

of Defiance county and Joe Brown of New Bavaria. Brown is buying for Raymond P. Lipe of Toledo.—J. W. Dickman, agt. Morrisson & Thompson Co.

Columbus, O.—The reinforced concrete construction for the new plant of the Gwynn Milling Co., which is to include a grain eltr. also, is nearing completion.

Huntsville, O.—I am not in the grain business. I handle hay and straw exclusively. The one eltr. here is operated by I. C. Miller & Co.—W. J. Robb.

Tiffin, O.—I operate a 20,000-bu. eltr. on the B. & O., Pennsylvania and Big Four. Sneath & Cunningham Co. is in the grain business here.—Walter Trumppler.

Richwood, O.—J. B. Miller left here some time ago, and his wife, Mrs. M. C. Miller, has charge of the mill and eltr. now, and is sole owner.—Baker, Gill & Co.

Attica, O.—J. I. Friedley will build a new grain eltr. He has not let the contract for the eltr. and machinery, but the lumber has been bot and the plans are ready.

Lykens, O.—I have quit the grain business and the business here is continued by the Sneath-Cunningham Co., with which I was formerly connected.—C. J. Kiefer.

Antwerp, O.—Asa Smith and Henry Harris & Son are out of the grain business. The Farmers Grain Co. has a 20,000-bu. eltr. on the Wabash.—People's Eltr. Co.

Osgood, O.—Straker Bros., and Straker, Miller & Co., have gone out of business long ago, but mail addressed to them is still received from some grain firms.—Alexander Bros.

Lippincott, O.—I have put in a 12,000-bu. hopper scale, and 15-h.p. Otto Gasoline Engine, 25 ft. from eltr., this summer, and also have a steam plant.—J. B. Outram, Urbana.

Bloomdale, O.—I am repairing and building an addition to my present house, making its capacity 20,000 bus. I bot my machinery from the Philip Smith Mfg. Co.—L. R. Good.

Lancaster, O.—Ex-Sheriff Joseph Stewart and Mr. Wooley of Pleasantville are negotiating for the lease of a strip of land along the railroad and if successful they will erect a large grain eltr.

Mingo, O.—We have no scoop-shovel shippers here, but in the territory south on the Panhandle road J. C. Yocem has been operating for Thomas & Hopp of New Carlisle.—Chamberlain Bros.

Wilmington, O.—James & Metzger, who have an eltr. at Melvin, are scoop-shovelers here. They buy anywhere and scoop into cars. They are loading a car here today with scoops.—F. E. Langdon.

Williamsport, O.—We have transferred Geo. W. Miller from Williamsport to our mill at Circleville, and the eltr. at Williamsport is now managed by John W. Smith.—Heffner Milling Co., Circleville, O.

Columbus, O.—Every regular dealer will be welcome at the regular fall business meeting of the Ohio Grain Dealers Ass'n to be held at this city Friday, Nov. 8. No Ohio dealer could spend the day better.

Holgate, O.—The Morrisson & Thompson Co. of Kokomo, Ind., and the Travis-Emmick Co., of Toledo, O., both operate 10,000-bu. eltrs. here, the former on the T., St. L. & W. and the latter on the

B. & O. The cars billed from this station by Long & Hammon are loaded at Stanley, where they have an eltr.—S. L. Snyder & Co.

Green Camp, O.—The Marion Milling & Grain Co., with C. G. Ritzler as mgr., has succeeded H. P. Coon. In partnership with N. E. Baker I have bot the eltr. at Richwood of A. B. Conkright.—R. R. Gill.

New Bavaria, O.—R. P. Lipe of Toledo, O., is doing a scoop-shovel business at this station, but has no house at New Bavaria. We own and operate the only houses at New Bavaria.—Morrisson & Thompson Co.

Richwood, O.—R. R. Gill, A. B. Conkright and J. B. Miller are out of the grain business; and Baker, Gill & Co. have engaged in the business in the eltr. of A. B. Conkright on the Erie, of 10,000 bus. capacity.—Lenox & Son.

Mt. Victory, O.—M. E. Burke of Larue, O., who carries his entire outfit in his hat, has had a jackass jumping upon the wagons loaded with grain for our place, offering 2 to 5c above the market.—Mt. Victory Milling & Grain Co.

Bucyrus, O.—A fellow named Van Sickle, who claims to be associated with Smith & Fitzer and doing business under the name of Bucyrus Hay & Grain Co., is doing an extensive scoop-shovel business.—Valparaiso Grain & Eltr. Co.

New Madison, O.—G. M. Noggle & Sons and Owens Bros. are not in the grain business. J. M. McFarland with a 7,000-bu. house on the Big Four and Flaig Bros., with 10,000 bus. capacity on the Pennsylvania, are new.—T. J. Bloom & Son.

Payette, O.—N. E. Swift & Co. are the only regular dealers doing business here. I am in the grain business at Greenville and not here. L. A. Baker is a scooper. S. A. Jones does a scooping business for the R. P. Lipe Co. of Toledo.—C. W. Heironimus.

Cincinnati, O.—Creditors of H. J. Good & Co. on Oct. 9 petitioned the U. S. Court to appoint a receiver for H. J. Good, alleging that he has mortgaged his home and has a judgment against him for \$887. The petitioning creditors are Union Grain & Hay Co., Radnor Grain Eltr. Co., Radnor, O., and Hankins Bros. of Elsie, Mich.

Cincinnati, O.—Maguire & Co. had the honor of receiving the first shipment of new corn on Oct. 20. The corn was from western Indiana and was graded no grade, but sold at 60 cents a bushel, the highest price reached by shipments of new corn. This shipment was to days in advance of arrivals of new corn in other years.

Cincinnati, O.—The C., H., and D. Eltr. and warehouse was burned Oct. 17. The front part of the building was 4 stories and of brick. The rear part of the building was of wood. Up until about five years ago the railroad company used the eltr. as a freight and storehouse, and before that it was a grain eltr. The eltr. has been empty for the past two years, and recently wreckers had started to tear down the building. They had practically dismantled the rear half of the building, and the fire did the rest. The loss to the property is about \$2,000.

TOLEDO LETTER.

Oats also is very inactive on the Toledo market. Receipts for several days have been light, but the quality has been excellent. There has been no export trade from here, as it has been impossible to

supply the demand coming from New York and the New England States, where Ohio oats is held to be as good as any to be found in the United States, and is selling at a premium.

Little corn has been received here for some time, and it is not thot that there will be any considerable increase in the receipts until the new crop is harvested.

Flour has been on the advance out of sympathy with the raise in the price of wheat, but that same advance has brought buyers from all sections of the country. Unlike wheat the export business is heavy, the demand being strong, at prices making shipments possible. Domestic demand has also been very strong, and all the mills are running at about their full capacity. Millfeed continues on its career of record smashing. Every few days a new record for high prices is made.

Wheat for export from this port is still an impossibility. There is now less than 1,500,000 bus. here, and the bulk of this is being held by speculators for Dec. delivery. The cash price is altogether out of line with that of other markets. Wheat here is being held in steel tankage where insurance is light and there is no other incidental expense aside from the interest on the investment. Holders have refused to sell unless paid several cents above the cash price at other points, and this has made it impossible to buy for the export trade.

The greatest annoyance is being caused by the inability of the railways to furnish transportation facilities. A number of conferences have been held recently between the heavy shippers and the officials of the railways, and while the railways are giving assurances that the car shortage will not be nearly so bad as that of last winter, little credence is given the assurances. The railway companies attribute the shortage at present to the fact that the heavy westbound traffic has called many of their cars out of the home districts, and the western railways are not returning them.

Receipts from first hands have been very light, farmers being busily engaged with their fall work and being in easy financial circumstances which have not necessitated the selling of crops in a hurry. The result has been that the small scattered millers thruout the state have been having a hard time to secure sufficient wheat to keep them going. Just now, however, the farmers are beginning to let loose of some of the new crop and the small millers are finding not only an adequate supply at home, but have a surplus above their present needs. It now seems that it will only be a few days until prices will again be in line and export shipments will be a possibility.—S.

OKLAHOMA

Okeene, Okla.—Connolly's eltr. was burned Oct. 7, with several hundred bus. of wheat.

Guymon, Okla.—Work has started on the mill and eltr. for the Farmers Union Flouring Mill.

Billings, Okla.—The Geo. M. Dizney Grain Co. is out of the grain business.—The Citizens Bank.

Geary, Okla.—Webb Bros. are installing new machinery in their eltr. The work is being done by J. A. Horn.

Erick, Okla.—The Erick Milling Co., incorporated, capital stock \$35,000; incorporators, A. Robbeck of Boonville,



Portable Corn Crib and Grain Bins

are a great convenience to grain buyers for storing temporarily. They take care of your surplus at a small cost. When through

with them you can take them down, roll them up and stow them away for some other time. You can sell them to farmers.

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This apparatus is in successful operation in many plants. You cannot afford to be without it.

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MULTIPLEX ELECTRIC THERMOMETER COMPANY

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Cheaper than Broken Legs



A Reliance Automatic Dump Controller costs less than a poor horse and by having one attached to your wagon dump you prevent accidents to fractious teams.

This device consists of a cylinder, piston rod and a small gas pipe and regulating valve. The piston rod is attached to floor of dump and the cylinder to the driveway joists. The cylinder is filled with oil. The speed with which dump moves down is absolutely controlled by the valve thru which the oil has to pass going from top to bottom of cylinder.

Simple effective, will last forever. Order one you can install it yourself.

The Reliance Construction Company
825 Board of Trade Bldg., INDIANAPOLIS, IND.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

Ark.; J. A. Bollenback, of Mayfield, J. M. Wileman, of Emma, D. B. Tinsley, A. W. Hanes, Will Terrill and J. G. Mayfield of this place.

Darrow, Okla.—Ames & Harmon are no longer in the grain business, and have removed from this locality.—Bank of Carlton.

Binger, Okla.—The Binger Gin & Grain Co. has let the contract to J. A. Horn for a new cob and dust house, 24x36x24 ft. high.

Reeding, Okla.—The Reeding Grain Co., incorporated, capital stock \$10,000; incorporators, S. W. Hagan, N. M. Hagan and others.

Cherokee, Okla.—The Alfalfa Meal & Milling Co. has let the contract to Charles A. Tanapa for the erection of an alfalfa mill to cost \$20,000.

Geary, Okla.—The Blaine County Mill & Eltr. Co. has let the contract to J. A. Horn for a new sheller, feeder and cleaner, to be installed in its eltr.

Oklahoma City, Okla.—C. M. Cafferty has brought suit against the Grant M. Kenney Grain Co., of Kansas City, Mo., to recover \$701 paid for a car of oats bot of the defendant company, which was worthless when received.

OREGON.

Heffner, Ore.—The Morrow Warehouse Milling Co. is erecting a grain eltr.

PENNSYLVANIA.

Listie, Pa.—The safe in the office of W. K. Walker & Co., grain dealers, was blown open Oct. 8, and several hundred dollars taken.

Philadelphia, Pa.—Alfred H. Keen, who for many years conducted a grain and flour business at Kensington, died Oct. 14. He was descended from Matthias Kyn, native of Sweden, who settled at Chester in 1643. He is survived by a son, two daughters and 6 grandchildren.

PHILADELPHIA LETTER.

Miller & Co. of New York who were recently elected members of the Commercial Exchange are about installing a private wire connecting them with all points, East, West, North and South, at their headquarters on the Commercial Exchange grain floor.

The improvement of the channel of the Delaware River as far as Trenton, N. J., will be the first big step from this end of the state for a complete chain of inland waterways reaching from Boston to Beaufort, N. C., via Philadelphia, and the grain men here will take an active part in the support of this movement.

The grain trade here in general is manifesting considerable interest in the proposed new uniform B/L, on which a hearing was recently had before the Interstate Commerce Commission at Washington, D. C. Director George W. Warner of the grain committee of the Commercial Exchange representing the grain interests of this city was heard at some length, there being considerable diversity of opinion among the shipping men on this subject.

It is the impression in some sections that the Pennsylvania Pure Food law has been declared unconstitutional. This is not correct. That portion of the act which was declared unconstitutional by Judge Audenreid, was practically repeal-

ed by the act of assembly of Pennsylvania approved May 28, 1907, by Governor Stuart and known as Bill No. 211, prior to the decision of the court. The regular Pure Food enactment has been in full force since Aug. 1.—S. R. E.

SOUTH DAKOTA.

Salem, S. D.—The Sun Prairie Eltr. Co., incorporated, capital stock \$10,000.

Hetland, S. D.—John Weidenkopf has completed an eltr. with a capacity of 35,000 bus.

Blunt, S. D.—The Ostrout Eltr. Co. has bot the eltr. of the Irwin Grain & Land Co.

Tyndall, S. D.—Biersdorf Bros. have their eltr. near their feed yards nearly completed.

Centerville, S. D.—T. I. Gunderson intends to build another eltr. in connection to the one he owns.

Riverside, S. D.—The Riverside Farmers Eltr. Co., recently organized, has bot the eltr. of A. A. Truax.

Yankton, S. D.—William Cox has succeeded Gerard Smith as manager of the eltr. of the Hawkeye Eltr. Co.

Sisseton, S. D.—Hon. A. J. Norby of this place is establishing an eltr. at the new town of Lemmon, (no p. o.)

Frederick, S. D.—The balloon eltr. of the Crown Eltr. Co. has been rebuilt and cribbed. A Fairbanks-Morse Gasoline Engine was also installed.

Howard, S. D.—The farmers of the vicinity between Canova (no p. o.) and Salem, where the Northwestern Ry. is putting in a side track, are building an eltr.

De Smet, S. D.—The Chas. Creglow Eltr. Co., owners of the old mill, have converted it into an eltr. It has a capacity of 50,000 bus. Mr. Anderson is the manager.

Java, S. D.—The Montevideo Roller Mill Co.'s new eltrs. here and at Selby, S. D., are just about filled up and, unless cars are soon forthcoming, will have to stop buying.

Volin, S. D.—I am the new manager of the M. King Eltr. Co.'s house here, succeeding R. L. Houser who died recently. It has a capacity of 12,000 bus.—W. O. Nelson.

Estelline, S. D.—The two eltrs. of the Atlas Eltr. Co. burned Oct. 17 with 8,000 bus. grain. The cause may be laid to sparks from the railroad engine. Loss, \$12,000; fully insured.

Arlington, S. D.—An eltr. of 30,000 bus. capacity, full to the roof, is standing on the prairie, at Badger, 10 miles north of this place, waiting for a railroad, which lacks several miles and three weeks of being completed to that point.

Selby, S. D.—The Crown Eltr. Co.'s eltr. will be closed for 10 days or two weeks, as Geo. Dolton was unable to find a substitute to take his place. Mr. Dolton has left for Rochester, Minn., where he will submit to a surgical operation.

Ethan, S. D.—The directors of the Ethan Eltr. Co. met recently and considered buying the eltr. of A. H. Betts, but as the price was too high, \$5,000, the company will build on the site of the section house as soon as it can be moved.

Vermillion, S. D.—An eltr. employe gave an unauthorized signal to an engineer and in consequence a special stock

train crashed into the waycar of the local, throwing the caboose against the eltr. of A. A. Truax, which was moved four inches from its foundation. No one was hurt.

Webster, S. D.—The farmers have probably marketed 65% of their barley. They will feed very little this season. Many of them are disposing of their pigs rather than feed them the high-priced barley. This means that the farmers will have 200 to 300 bus. of barley each to sell more than usual.—David Williams, banker.

Redfield, S. D.—In the application by the International Stock Food Co. and Marion W. Savage for an order of court restraining the enforcement of the stock food law Judge Carland on Oct. 16 denied the application, and it is believed that the state food commissioner will issue a new order to retail dealers forbidding them to sell foods when the label does not disclose the ingredients.

Wentworth, S. D., formerly was a fine grain point but since the new So. Dak. Central road has been put in there is a new town 8 miles south and one 7½ miles north. So receipts here have been somewhat cut off. The McCaul Webster Eltr. Co. opened its eltr. about Aug. 25, with S. Johnson in charge. Smith & Bond have succeeded Stoddard & Ketcham.

Geddes, S. D.—I have bot the interest of Geo. L. Chesley, in the Morton & Chesley eltr. and will continue the business under the name of W. T. Morton. Jas. L. Carlon of Armour, has bot the eltr. of C. W. Lindell. Mr. Lindell will act as buyer for him during the coming winter. The farmers met here recently, and appointed a committee of nine to incorporate, and solicit stock for an eltr. to be erected by the farmers.—W. T. Morton.

SOUTHEAST.

Norfolk, Va.—Harmon, Smith & Co. are out of business.

Savannah, Ga.—We have discontinued business.—Thomas & Folger.

Savannah, Ga.—The Mutual Grain & Supply Co. has bot a sacking scale to weigh 5-bu. at a charge from the Richardson Scale Co.

Talcott, W. Va.—A steam power mill is to be erected by O. O. Cooper, W. H. Garnett and other of Hinton.—J. C. Gwinn, of Alderson.

Huntington, W. Va.—Gwinn Bros. & Co. have bot recently from the Richardson Scale Co. an automatic portable bagging scale for putting up their grain into bags.

Hinton, W. Va.—The Consolidated Supply & Coal Co., incorporated, capital stock \$10,000; incorporators, Jas. F. Smith, W. H. Garnett, F. R. Puckett, L. C. Pepper and R. F. Dunlap.

Jacksonville, Fla.—W. J. McTimmons & Co., grocers, hay and grain dealers, are enlarging their business, having rented the adjoining rooms in their building and are having them fitted up.

Atlanta, Ga.—The warehouse of J. D. Frazier & Co. was damaged Oct. 15 by the explosion of a gasoline torch used by an electrical worker. The company has 6 warehouses, the grain in warehouses 4 and 5 was damaged by fire and water, while 3 and 6 received no damage. The loss is about \$13,000, most of which was due on the hay and grain. Both building and grain were insured.

TEXAS.

Beaumont, Tex.—J. S. Gordon & Co. will erect an eltr. and grain warehouse.

Fort Worth, Tex.—Mugg & Dryden have increased their capital stock to \$25,000.

Dublin, Tex.—The Dublin Mill & Eltr. Co., incorporated, capital stock \$100,000; incorporators, F. A. Wieser and others.

Amarillo, Tex.—The Star Mill & Eltr. Co. has bot an automatic scale of the Richardson Scale Co. for putting up its grain in bags.

Fort Worth, Tex.—The E. G. Rall Grain Co., incorporated, capital stock \$40,000; incorporators, J. C. Whaley, E. G. Rall and Frank Kell.

Dallas, Tex.—A reciprocal demurrage conference will be held here Oct. 29 by the railroads and shippers to agree on rules to be submitted to the state railroad commission for adoption.

Port Arthur, Tex.—J. C. Gilham, superintendent of Eltr. A, is on his way to London, Eng., to attend a conference regarding grain shipping from this port. H. P. Rowley has arrived here to look after the shipments of the J. Rosenbaum Grain Co., and it is said another exporting firm has arranged to ship thru this port.

Fort Worth, Tex.—The active management of the Terminal Grain Co., which was recently incorporated, is in the hands of W. W. Manning, pres., and G. E. Cranz, vice pres. and secy., both of whom were for several years connected with the South Texas Grain Co., Houston. The company will do a wholesale grain business with offices at 303 Flatiron bldg.

Denison, Tex.—We have recently begun the grain business at this point. None of our firm has ever been engaged in this business before. Prospects are pretty good for us now, and we expect to command a nice business before long. Our H. L. Wilson has been in the wholesale lumber business at this point for the past two years and we are still carrying on our lumber business in connection with the grain business. We also devote a great deal of time and attention to the re-billing of shipments for other grain dealers who have stuff shipped from the north into Texas.—The Wilson-Haven Co.

WASHINGTON.

Bellingham, Wash.—The Western Fuel & Grain Co., incorporated, capital stock \$15,000.

Ellensburg, Wash.—The Spokane Grain & Milling Co., of Spokane, has started the erection of a warehouse for hay. C. S. Cresge is agent.

Starbuck, Wash.—The flour and chop mill, owned by Dr. Pietryzchi, was burned Oct. 9, it contained 20,000 bus. of wheat. Loss \$30,000.

Fairchild, Wash.—The Centennial Mill Co., of Spokane, has been compelled to build a platform adjoining the warehouse as a temporary shelter for grain, grain is coming in so fast. D. C. Saylor is the manager.

Tacoma, Wash.—Unable to store the wheat in their own great warehouses, Balfour, Guthrie & Co. have arranged to place thousands of bus. in the warehouse of the Eureka Dock Co. Lack of ships has caused some congestion.

Pomeroy, Wash.—For the past month a Sunday freight train has been run between this place and the main line, the

first Sunday railroad service the town has ever had. Cars have been more freely supplied, and it is estimated by grain buyers that 98 per cent of the barley crop has left farmers hands. Growers have let go ¾ of their wheat crop.

Cheney, Wash.—The F. M. Martin Grain & Milling Co., incorporated, capital stock \$50,000. The company has bot the site of the old Cheney flour mills and will enlarge the mill and engage in the milling and grain business.

Spokane, Wash.—Buyers of barley for Minneapolis and St. Louis firms are scouring the Palouse country for barley and oats. Two firms bot more than 1,200 tons for shipment to Milwaukee. An unusual movement eastward is expected.

Seattle, Wash.—The Pacific Malting Co. has bot a site for its new malting plant, to be the largest of its kind west of the Mississippi. Edmund Rice, Leopold Schmidt and their associates will spend \$300,000 for buildings and equipment.

Seattle, Wash.—The Oregon Ry. & Navigation Co., Northern Pacific and Great Northern roads on Oct. 10 petitioned the federal court to temporarily restrain the state railroad commission from enforcing the joint wheat rate order of Sept. 20, and the court granted the order, requiring the commission to show cause on Dec. 3 why the injunction should not be made permanent.

Tacoma, Wash.—Charges that the Northern Pacific discriminates against them were made by millers who appeared before the state railroad commission Oct. 5. It is alleged that grain shippers are given more cars proportionately, because their demands are greater during the rush of the grain shipping season, forcing millers to close their plants while the wheat they need is shipped out of the country.

WISCONSIN.

Chippewa Falls, Wis.—The Chippewa County American Society of Equity will erect an eltr.

Superior, Wis.—The Globe Eltr. Co. has filed a protest against the assessment of \$74,000 on grain in store.

Milwaukee, Wis.—The molasses feed plant of the Krause Grain Co. is nearing completion, at a cost of \$100,000.

Milwaukee, Wis.—Chapin & Co. have increased their capital stock from \$150,000 to \$250,000. R. W. Chapin, pres., and C. J. Chapin, treas.

Milwaukee, Wis.—Joseph Feuchtwanger of Pittsburg, and H. W. Ladish, of this place, have applied for membership in the Chamber of Commerce.

Beloit, Wis.—The eltr. of the Blodgett Milling Co. was burned Oct. 5. Loss \$10,000. Kerosene had been thrown over a room in the eltr. and set on fire.

Milwaukee, Wis.—The new Wisconsin feeding stuff law will be discussed by the Wisconsin State Millers Ass'n at its quarterly meeting Oct. 31 at the St. Charles hotel.

Oshkosh, Wis.—Two large grain bins collapsed recently at the feed store of F. J. LaMarche & Co. It is estimated that it will cost about \$1,000 to repair the building and build new bins.

Milwaukee, Wis.—The state railroad commission recently heard the complaint of the Chamber of Commerce against the railroads for alleged discrimination in favor of Chicago by granting the latter



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market more liberal car service rules. It is alleged that Chicago is given 3 days to make disposition of grain while this city is allowed only 1 day. The Chamber was represented at the hearing by Geo. A. Schroeder, chairman of the transportation committee; Wallace M. Bell, Chas. F. Glavin, E. H. Dadmun and Jas. Mander. The commission's decision is reserved.

Superior, Wis.—Theo. Nelson, pres. of the grain department of the Society of Equity, visited this city recently and negotiated with the owners of two eltrs. for the purchase of their plants to be used exclusively by the Society.

MILWAUKEE LETTER.

Memberships in the C. of C. are selling at \$200.

The membership of W. A. McCoy forfeited for failure to pay the annual assessment April 1st, 1907, has been transferred to C. W. Lawrence.

The latest report from railroad circles is to the effect that S. G. Courteen, seed merchant, has been elected to the directorate of the Wisconsin Central Ry.

The Kurth Co., brewers, of Columbus, Wis., has closed a deal for property on which to erect an eltr. and brewery. The company now conducts a brewery at Columbus.

Work on the new terminal in this city of the Grand Trunk Railway is progressing rapidly and from present indications will be completed and ready for operations by Nov.

The customary wails of shippers at this time of the season over the shortage of cars and the numerous cases of discrimination arising from the distributing methods of the railways, are again reaching this market.

Coincident with the announcement of actual service between Chicago and Milwaukee by wireless telegraphy, came the reported action of Pres. Small of the Telegraphers' Union, in seeking to end the pending strike.

The eastern shipping demand for corn has been very active of late, with receipts sufficient to meet the most urgent inquiries. The splendid condition of the bulk of the receipts has, no doubt, considerable to do with the situation.

The demand for funds at this time is very urgent and many dealers are at their wit's end to meet all requirements. Rates of interest have taken a sudden jump under the pressure, as nearly double the amount required last year will not suffice to carry the financial end safely thru. Due to the tightness of the money market some apprehension is being felt.

The barley market is now in an unsettled condition. The past few weeks has witnessed a fluctuating market, with declines and advances about in proportion. As a result not everything received has found waiting buyers, necessitating considerable delay until disposition, on the lower qualities. Owing to the car shortage there has been a lack of "to arrive" sales, shippers probably not caring to take the risk of obtaining cars to fill contracts.

Comparisons have once more been made by the Minneapolis press; this time in regard to the receipts of barley at both markets from September last to date, which shows a larger quantity received there than at Milwaukee. From the text of the "writeup," it would appear that this market is just about "down and out," and all its former prestige fast dis-

appearing. While the figures given cannot be disputed, the movement over this period can hardly be taken as a criterion of coming events. The press of that city will do well to make comparisons at the end of the crop year, and the tone of their "dope" at that time may have eased off a little under depression of heavier receipts of barley at this point than at the present time.—Slits.

Grain Carriers

Chicago shippers complain of the congestion on the roads operating east.

The Northern Pacific will build from Tenino to Tacoma, Wash., 41 miles.

Lake steamers are in good demand at Duluth at 2½¢ for wheat to Buffalo.

The Oklahoma Central has laid 50 miles of track this year westward from Byars, I. T.

A hearing on discriminating grain rates and elevator allowances will be held at Denver, Colo., Oct. 28, by the Interstate Commerce Commission.

The South Dakota Central has laid 21 miles of track between Rutland and Arlington, and has graded 40 miles between Rutland and Watertown.

The Pacific coast extension of the Chicago, Milwaukee & St. Paul has been opened for traffic from Moberg to Lemmon, S. D., 100 miles.

Indictments for rebating were found against the Santa Fe road Oct. 11 by a jury in the federal court at Los Angeles, Cal. The maximum fine is \$1,250,000.

Melvin Phillips, formerly manager of the Mobile & Ohio Elevator at Mobile, Ala., has been made joint agent of the M. & O. and Southern at New Orleans.

Notice that it has contracted for all the grain it could handle up to the close of navigation recently was served upon shippers by the Montreal Transportation Co.

Four grain laden canal boats bound New Yorkward crashed into a bridge at Rochester recently, delaying Erie Canal traffic more than a day. The bow of one boat was stove in.

The River & Packet Co. of Washburn and Bismarck, N. D., is arranging to run boats on the Missouri from the grain fields of McKenzie county to Williston, saving the growers a haul of 50 miles on nearly 100,000 bus.

A tonnage of over 130,000 tons registered is en route for Portland, Ore., to load grain, forming the largest fleet in history bound thither at this season. Grain tonnage amounting to 55,694 tons is now bound for Puget Sound ports.

Water was turned into the new channel of the St. Marys River at West Neebish on Oct. 13, opening an outlet for boats from Lake Superior in addition to the present Sault Canal. The new canal will be used exclusively by downbound vessels.

Closer co-operation with the Interstate Commerce Commission was the uppermost thought at the annual convention of state railroad commissioners at Washington recently. Mr. Hill of Georgia submitted a report on "Demurrage and Reciprocal Demurrage," arguing in favor of reciprocal demurrage, and the report was adopted, giving the movement an

endorsement that will be valuable in promoting the enactment of demurrage legislation in the several states not now having reciprocal laws. An amendment of the national law giving the federal commission power to adopt reciprocal demurrage rules was favored.

S. S. Quinby and others have made complaint to the Interstate Commerce Commission of alleged discrimination against corn millers in Washington county, Maine, and in favor of millers at Portland, Bangor and Lewiston, by the Maine Central R. R., in milling in transit privileges.

Demurrage must be paid on its own cars by the Cudahy Packing Co., at Deadwood, S. D., is the decision of the Interstate Commerce Commission. The Commission takes the position that the demurrage charge is as much to relieve the tracks of equipment as to hasten the release of cars.

For over thirty years river improvements have been well under way and there is practically as much money wasted today in experimenting as in the early days. The information obtained during years of construction is not readily available and therefore is not used as it should be.—*Marine Review*.

Never in the history of Portland, Ore., has steam tonnage played so large a part in grain exporting. Charters have passed the extravagant price of 40 shillings to the United Kingdom, the Tymeric having been taken Oct. 12 at this price. Should rates go a little higher it is thought much grain will go east by rail.

After hearing objections by the carriers to the section of the law requiring tariffs to be posted conspicuously at all stations the Interstate Commerce Commission gave the roads until Oct. 26 to file briefs. The commission has no discretion and is bound to enforce the provisions as enacted by Congress.

On its central, western and Pacific divisions the Canadian Pacific has 13,613 cars, compared with 12,387 a year ago. The company is building 1,323 cars, against 1,001 cars under construction a year ago. In view of the improved car supply the grain movement should be larger early in the season than last year.

Statistical Bulletin No. 7, issued Oct. 15, by Arthur Hale, chairman of the committee on car efficiency of the American Ry. Ass'n, shows a more acute shortage of cars. On Oct. 2, 149 roads were short 64,013 cars and had surpluses of 6,202 cars. On Sept. 18 the shortages were about the same, 64,929; but the surpluses were double, or 13,231 cars.

Delay in getting grain to Boston for export compelled the steamer Georgian to sail with sand and water for ballast, and shippers and steamship men are universally condemning the poor service of the railroads. The boat had only 23,000 bus. of the 80,000 bus. of grain it was to have taken; and much of the remaining cargo came by steamer from the south.

In my part of the country, which is under the eaves of Wall street, and partly debased and debauched by the gambling of that place, there are many, some wickedly and falsely, and some stupidly, as mere parrots, denouncing President Roosevelt for bending the energies of government to stop the great evil. They call his course a general attack on corporations and on business. Yes, this effort to make the railroad companies obey the law, and charge the same rate to every one, is called an attack on cor-

porations and on business. "It is pitiful to see some stockholders join in this false cry. Every one should support the President and the government in eradicating this great evil. And we must see to it that a successor to President Roosevelt is elected who will continue the work with his unabated energy and purpose.—Judge Gaynor of New York at the Jamestown Exposition.

The Hennepin Canal was formally opened Oct. 24. It extends from Hennepin on the Illinois River, across Illinois to a point on the Mississippi River just below Rock Island, 75 miles, and has been under construction since 1892. With its feeder it forms a channel 104 miles long, 7 ft. deep and 80 ft. wide, available for barges of 600 tons burden. Who will use it?

Grain traffic thru the Lachine Canal shows a big increase for September, the figures for wheat being 3,085,491 bus., against 808,346 bus. last year. The heaviest cargo thru the canal for Montreal was that of the John Lambert from Chicago with 52,805 bus. of wheat and 23,850 bus. of corn. Fort William sent its biggest cargo to Montreal in the Adlington, with 76,267 bus. of wheat.

The Hayes-Eames Elevator Co., operating 18 country elevators along the Burlington lines in Nebraska, on Oct. 9 filed complaint with the Interstate Commerce Commission, alleging discrimination in favor of the Nye-Schneider-Fowler Co., Central Granaries Co. and the Foster Grain Co. in the same territory. It is specifically charged that the allowance for elevation at Table Rock is too small in comparison with the 34-cent allowed at Lincoln and other points.

At the hearing on the uniform B/L before the Interstate Commerce Commission Oct. 15 the shipping interests were well represented, as well as the bankers and railroads. Chairman Knapp announced that the Commission will now take the matter under consideration, but that all parties interested might have until Nov. 1 to submit recommendations in writing. For the Grain Dealers National Ass'n and the National Hay Ass'n a printed brief of 23 pages was submitted by John B. Daish.

N., C. & St. L. box car No. 9,840 was built new May 9, 1903, left home at Nashville, Tenn., Aug. 25, 1904, for Tampa, Fla., has traveled 27,350 miles and never been returned to its owners. Its earnings in car rental have been \$373.50, while had it been able to retain possession the N., C. & St. L. would have earned over \$10,000. In its wanderings over a score of different roads the car has been hauled over the Canada Atlantic and the Southern Ry.; over the Central Vermont and the Texas Pacific.

The United States of Colombia, South America, have suspended the surtax of 70% on wheat imported into the departments on the Atlantic coast, for an indefinite period.

The more roundly and hotly the milling organs denounce durum wheat and all persons directly or indirectly responsible for its introduction in America, the more mills of the Northwest engage in grinding it. Whatever the defects of this much-abused wheat, they are overbalanced by its merits and it is assured a permanent place in the list of American bread, macaroni and breakfast-food grains.—David Chidlow, secy., Society of Milling & Baking Technology.

Marriage of J. W. McCord.

The hosts of friends of Joseph W. McCord of Columbus, Ohio, will be pleased to learn that he was united in marriage October 22 at Kalamazoo, Mich., to Miss Mabel Helen Root. The ceremony was performed at the home of the bride's mother. The happy couple soon after departed for an extended tour of the east.

They will be at home to their friends after December 1 at 24 South Monroe Ave., Columbus, O. Mr. McCord has served the grain trade in various capaci-



Joseph W. McCord, Columbus, O.

ties for years, having been secretary of the Ohio Grain Dealers Ass'n almost since its formation, likewise of the Ohio Shippers Ass'n, and the Ohio Grain Dealers Mutual Fire Insurance Ass'n. He has also been a director of the Grain Dealers National Mutual Fire Insurance Co. and a director of the Grain Dealers National Ass'n.

We feel certain that he has the earnest wishes for much joy from every one in the trade, who has had the pleasure of meeting him.

Imports and Exports of Hay.

Imports of hay for the eight months prior to Sept. 1, have been 40,075 tons; against 53,897 tons for the corresponding months of 1906.

Exports of hay for the eight months prior to Sept. 1 have been 47,196 tons; against 45,947 tons for the corresponding months of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Beans.

Beans and dried peas amounting to 146,448 bus. were imported into the United States during the seven months prior to Aug. 1, 1907, compared with 213,561 bus. for the corresponding months of 1906.

Exports of beans and dried peas amounted to 240,258 bus. of domestic and 19,664 bus. of foreign origin during the seven months prior to Aug. 1, 1907; against 223,907 bus. of domestic and 20,827 bus. of foreign origin for the corresponding period of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

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Patents Granted

Gas Engine. No. 867,782. Adolf Bayer, Brooklyn, N. Y.

Gas Engine. No. 867,777. Chas. H. T. Alston, London, Eng.

Petroleum Engine. No. 868,392. Robert O. Allsop, London, Eng.

Hydrocarbon Motor. No. 868,281. Abbot A. Low, Horseshoe, N. Y.

Gas Engine Valve. No. 867,713. Jos. S. Elverson, Catasauqua, Pa.

Gas Engine. No. 868,301. Heinrich Soehlein, Wiesbaden, Germany.

Valve for Gas Engines. No. 868,371. Harris Tabor, Elizabeth, N. J.

Muffler for Gas Engines. No. 867,973. Jacob B. Hoover, Columbus, O.

Generator for Gas Engines. No. 868,246. Frank H. Bates, Röss Sta., Cal.

Gas Engine Igniter. No. 867,755. Frederick E. Ream, Green Ridge, Mo.

Gas Engine. No. 868,202. Norman Macbeth, St. Annes-on-the-Sea, Eng.

Spark Plug for Gas Engines. No. 868,404. Francis W. Brady, Englewood, N. J.

Carburetor for Gas Engines. No. 868,265. Edward V. Hartford, New York, N. Y.

Valve Controller for Gas Engines. No. 867,605. Wm. F. Rothe, East St. Louis, Ill.

Gas Engine Reversing Switch. No. 868,476. Eleuthere P. du Pont, Montchanin, Del.

Internal Combustion Steam and Gas Generator. No. 868,358. Edward P. Noyes, Winchester, Mass.

Automatic Stopping Device for Gas Engines. No. 867,899. Daniel B. Adams, Summitville, N. Y.

Gas Engine. No. 868,017. Arthur Rolleston, Long Eaton, Eng., assignor to Robert Mond, London, Eng.

Engine Starter. No. 867,795. Clyde J. Coleman, New York, N. Y., assignor to Conrad Hubert, New York.

Valve for Gas Engines. No. 867,933. Harry W. Adams, Fargo, N. D., assignor of $\frac{1}{2}$ to P. W. Farnham, Fargo.

Igniter for Gas Engines. No. 867,696. Boris Botkowski, New York, N. Y., assignor to De La Vergne Machine Co., New York.

Gas Engine Regulator. No. 867,565. Jos. E. Aue, New York, N. Y., assignor to De La Vergne Machine Co., New York.

Hydrocarbon Motor. No. 868,608. Abbot A. Low, Horseshoe, and Aug. Wassman, Astoria, N. Y., Wassman assignor to Low.

Grain Cleaner and Separator. No. 867,880. (see cut) Wm. C. Harmon, Seneca, Mo. The separator comprises an inclosed separating chamber, refuse chambers extending thruout the length of the sides of the separating chambers, a screen and a series of reversed guide plates, with a spreader wheel and means to create an air suction.

Grain Door. No. 868,097. (see cut) Martin Kennedy, Chicago, Ill., assignor of $\frac{1}{2}$ to Wm. F. Renshaw, Chicago. Lower and inner doors of metal slide horizontally in upper and lower grooves. At the sides of the doorway are vertical flanged strips. The top of the lower doors is secured against internal pressure by a sliding metallic brace.

Grain Bin. No. 867,962. (see cut) Walter L. Finton, Appleton, Wis. A steel tank contains several inclined floors forming separate bins, filled at the uppermost points and emptied at the lowest edges, so that one single tank may be utilized for different grains without waste of storage space, the different grains filling the tank completely from foundation to roof.

Bag-Holder. No. 868,504. (see cut) Edwin Taylor, Edwardsville, Kan. A hopper having one side open is supported upon a sleeve vertically adjustable on a standard. A series of spurs are arranged on the lower edge and rear side of the hopper, while other spurs are integral with a rock-shaft. A spring catch on one end of the hopper engages the free end of a lever fixed on one end of the rock-shaft.

Bag-Holder. No. 868,269. (see cut) Jas. Hulbert, Ashtabula, O. A flat supporting and attaching plate is formed adjacent to its top with an aperture to receive a suspending element. The bag supporting ring is formed of resilient metal, having a slot thru which passes a clamping screw. Bag supporting hooks project from the outer face of the ring, which is hinged to the supporting plate.

Grain Separator. No. 868,412. (see cut) Walter Clement, Adrian, Mich. The separator comprises a rotatable apron, a support under the working surface of the apron, bars extending lengthwise of the travel of the apron, arranged in pairs, forming unobstructed channels and having the tongues of each pair turned outward in opposite directions, additional channels between each pair of bars into which the tongues of the adjacent bars project, and

a transverse bar at the foot of the apron, formed with openings registering with the unobstructed channels between the bars of each pair.

Grain Car Door Fastener. No. 868,539. (see cut) Ralph P. Evans and Walter P. Flynn, Ulysses, Neb. The fastener comprises a pair of clamping rods, each being pivotally mounted at its lower end with upper end connected to a pivoted bracket, the bracket being provided with a key-hole therein, a key on the clamping rod adapted to engage the key hole, a ratchet wheel on the clamping rod and a squared portion for a wrench and a keeper for holding the clamping rods in position out of use.

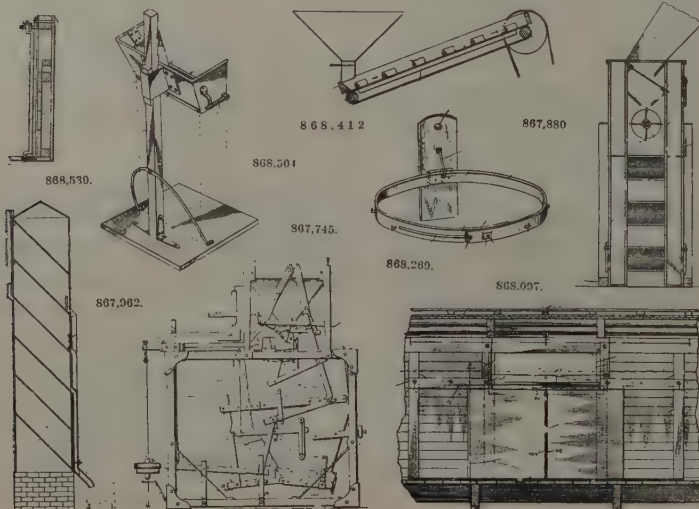
Automatic Weighing Machine. No. 867,745. (see cut) John H. McLeod, La Salle, Ill. The machine comprises a frame, receiving hopper, weighing hopper, weighted weighing levers, a swinging hopper, swinging cut-off, pivoted gate and a lock bar. As the hopper descends with its load the notch of the lock bar is brot opposite a pivoted dog, allowing the gate to open. The weighing hopper is supported directly on the weighted levers and the lever mechanism is attached to the hopper. The lever mechanism operatively connects the gate with the latch bar of the cut-off, whereby as the gate opens and closes the cut-off closes and opens correspondingly.

The European crop report of the Dept. of Agri., issued Sept. 16, suggests a general marked decrease in the production of wheat as compared with the exceptional crops last year, important increases being expected only in Russia (spring wheat) and France. The most serious losses are looked for in Hungary, the Balkan countries and Germany.

My advice is to buy corn and keep it. The futures are only about the price that corn has sold at some time on almost every crop for five years, and it is going to sell higher in a sound commercial way than at any time in the past twenty-five years. What more are you waiting for? I think it will do to let oats alone under present circumstances. They are high, but they do not look like a sale, while corn is to advance.—E. W. Wagner.

Arbitration will settle telegraf strike. Only question is, when will it occur? Both sides have been putting up a bold front, but the strike has paralyzed business. Result will be a compromise and another increase in rates, which are now the highest in the world. The telegraf companies would not object to selling out to the government if it would take water and all their old junk at Wall Street quotations of a while ago. Railroad "magots" would also like to let go on similar terms if they could get the money. Strikes are like using brute force. The innocent public generally suffers the most.—C. A. King & Co.

Every man who handles it sees that it is good grain, so he takes out a few thousand bushels and puts in a few thousand bushels of lower grade. Your grain starts away No. 2 and reaches its destination No. 3 or 4. I know one cargo of wheat which started to Scotland as No. 2 wheat, and when it got there it was nothing but screenings. Every bushel of wheat had been stolen on the way. There should be a government official at each grain market to see that the grain is not stolen in the transfer. I would not have government inspection because there would be so much red tape connected with it that a man with a grievance would die of old age before he could get it adjusted.—W. Scott Cowen, Chief Grain Inspector of Illinois.



Successful Shelling Shucking Sheller.

Any demand for a machine that will not only successfully shell, clean, separate and shuck corn all at one handling, but will also deal with shucked corn equally well with a minimum amount of power, and yet with sufficient rapidity, may be satisfied by using the 1907-8 model of the New Marseilles Dustless Cylinder Warehouse Corn Sheller. The company manufacturing this machine was established forty years ago; thus the experience of two score years has been centered in making a machine that will satisfactorily and quickly meet the demands of the elevator operator who handles either shucked or snapped corn.

The "New Marseilles" is no experiment. It is the result of evolution in sheller building. The simplicity of construction which makes every part easily accessible, renders the machine nominally fault proof. It makes possible the oiling of all bearings while in motion and in case a break occurs it may be repaired with dispatch.

The test of any machine is in what it will do. Those who are using the New Marseilles say it shells the corn from the cob, cleans it, husks it, shelling one ear just as quickly as a dozen, and cracks or breaks a minimum number of cobs or kernels. The advantage of a sheller which cleans the cobs as perfectly as the corn is apparent to elevator operators who usually have several car loads pile up on their hands, and the farmers refuse to take them when full of dust and dirt or are broken into small pieces. This machine ought to sell cobs.

The shelling cylinder is made of white iron in sections keyed solidly to the shaft. This is a very hard and durable iron and will stand the wear and tear of hard work, to which any sheller is subjected. The cylinder cage is made up of sections or staves which are easily removable and which are adjustable at both ends by a lever that may be operated while sheller is in motion, thus quickly adjusting machine to the quality of corn being shelled.

The feed hopper is devoid of complicated mechanism which allows perfect access to it, and the principle of the sheller eliminates any scattering of either shelled or ear corn while in motion.

The cleaning device is a complete vibrating principle with positive double pitman drive for both the upper and lower shoes. It consists of an upper course scalping shoe immediately under the shelling cylinder which forces the cobs, shucks, etc., forward to the discharge end of the lower shoe, delivering the shelled corn back of and separated from the cobs, upon the rear half of the lower shoe where it is subjected to both the blast

fan, and the patent Success separating device. Corn is then delivered from the machine perfectly cleaned for the market.

The suction Shuck Separator, which has a steel suction fan in an all steel housing, draws the loose shucks silks and dust out of the corn and cobs and discharges same thru a swivel discharge pipe, thus taking all dust away from machine, eliminating the fire danger, and making it pleasant for the operator.

On account of the enormously increased acreage of corn in the southwest owing to the failure of the wheat and oats crops which were plowed up and planted to corn this machine has been in particular demand in that section of the country, but it is equally successful in handling the shucked corn of the northern states. For further information about this sheller write to the Marseilles Manufacturing Company.

Alfalfa Grows Fast in Oklahoma

Oklahoma produces much alfalfa, but not so much as some of the farmers imagine. One rank enthusiast writes: "In May, just at the time you ought to be hoeing out your cotton, you have to go into your alfalfa field and cut the first crop. It sort of worries you, of course, but you have to do so."

"Then in June, just when you have a chance to go fishing, there's another crop of alfalfa to cut, and you don't go."

"It's blazing hot in July, and you feel like you ought to shade some, but you have to get into another crop of alfalfa. You are getting tired of the name of it by this time."

"In August you want to go to camp meeting, swap yarns, have a good, easy time, and imagine you have got religion. But you can't—there's that doggoned alfalfa again."

"In September it has always been your custom to visit your wife's kinfolks, but do you do it? Not much. Confound that alfalfa!"

"In October you are done with most other crops and you want to go off to that gambling contraption known as the county fair and spend some of your money, but you have to harvest another crop of that infernal alfalfa."

"And in November in desperation you turn the cattle in on the field and they graze on it all fall. Are you through then? Heavens, no! You've got to spend all winter feeding it up."

"Markham makes a wail about the man with the hoe. He ought to shed tears over the man with an alfalfa farm."

Two-thirds of the flour made in the United States is now bleached, says Professor Wesener.

MacBride Coal & Coke Co.

Producers and Shippers
GENUINE POCAHONTAS AND NEW RIVER
SMOKELESS COAL
Also Pennsylvania, West Virginia, Ohio, Indiana and Illinois Coal. Foundry, Furnace, Crushed and Gas House Coke.
Fisher Building, CHICAGO, ILL.
Long Distance Telephones Harrison 419 and 430

LITTLE GIANT WAGON DUMP AND GRAIN ELEVATOR

Power can be attached to either elevator or wagon dump jack. Another important feature is that wagon dump jack can be set on either side of elevator and can be driven from either side.

SAVES ALL THE HARD WORK of scooping. Handles 40 bu. ear corn, 80 bu. oats, 50 bu. wheat in 3 to 5 minutes. Order it now and have it when needed.

PORTABLE ELEVATOR MFG. CO.

103 McClum Street, BLOOMINGTON, ILL.

THE NEW ERA MAN LIFT



The original and only successful and reliable machine on the market. The very best money can buy.

The NEW ERA is the Safe Kind

More of these machines sold than all other warehouse elevators combined. This proves their worth. Time and Labor Savers.

BUY ONLY THE NEW ERA.

Write us for further information
Sidney Elevator Mfg. Co.
SIDNEY, OHIO



The National City Bank OF CHICAGO

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Capital, \$1,500,000. Surplus, \$300,000

Approved by Chicago Board of Trade as a Margin Depository

We are prepared to give the most prompt, careful and courteous personal attention to our customers with a view to increasing their number. We invite correspondence or a personal interview with the representatives of Banks, Corporations, Firms and Individuals.

—DAVID R. FORGAN, Pres.
DIRECTORS: ALFRED L. BAKER, of Alfred L. Baker & Co.; AMBROSE CRAMER, Trustee Henry J. Willing Estate; EDWARD F. CARRY, Vice Pres. American Car & Foundry Co.; E. G. EBERHART, Vice Pres. and Gen'l Mgr. Mishawaka Woolen Mfg. Co., Mishawaka, Ind.; A. B. DICK, Pres. A. B. Dick Co.; STANLEY FIELD, of Marshall Field & Co.; DAVID R. FORGAN, Pres.; F. F. PEABODY, of Cluett, Peabody & Co.; JOSEPH SCHAFFNER, of Hart, Schaffner & Marx; JOHN E. WILDER, of Wilder & Co.
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New Marseilles Dustless Cylinder Warehouse Corn Sheller.

Books Received

TRADE IN FARM PRODUCTS with Alaska, Hawaii, Porto Rico, the Philippine Islands, Guam and Tutuila for each of the three crop years ending June 30, 1906, is set forth in tabulated statistics in Bulletin No. 54, Bureau of Statistics, Washington, D. C.

FREIGHT COSTS AND MARKET VALUES.—The statistics of freight costs and market values in the Yearbook of the Dept. of Agri. for 1906, have been reprinted in a 16-page circular by the Superintendent of Documents, Government Printing Office, Washington, D. C.

GROWING AND CURING HOPS.—Present approved practices in the various hop growing districts of the United States are accurately described by Dr. W. W. Stockberger in an illustrated pamphlet of 39 pages issued by the U. S. Dept. of Agri., Washington, D. C., as Farmers Bulletin No. 304.

IMPORTS OF FARM AND FOREST PRODUCTS.—Detailed statistics by countries from which consigned, covering all imports of farm and forest products are tabulated in a pamphlet compiled by the Division of Foreign Markets and issued Oct. 5. The figures are for each of the crop years of 1905-6; 1904-5 and 1903-4, for comparisons, including both quantities and values. Bulletin No. 52; 58 pages; Bureau of Statistics, Washington, D. C.

SOILS. Their properties, improvements, management and the problems of crop growing and crop feeding. By Charles William Burkett, director of the agricultural experiment station, Kansas state agricultural college. Published by Orange Judd Company, New York. Illustrated; 303 pages; cloth. Price \$1.25. This usually dry subject has been made an exceedingly readable and interesting one. Prof. Burkett has written a story that cannot fail to interest every student of the farm. For the reading course, rural school, traveling library, grange library, etc., nothing on the same subject approaches it.

SECOND OHIO WEED MANUAL.—In this revised edition of Bulletin 83, A. D. Selby discusses general weed questions and gives a descriptive illustrated list of Ohio weeds, grouping the plants according to a plan recognized by botanists; but the descriptions are given in popular language, and one seeking to find the name of a plant may proceed in one of several ways, guided by the indexes, the analytical key, or resemblance to some plant illustrated or known. Two indexes are given, one by common and one by technical names. Separate lists are given of the weed seeds found in clover seed, in alfalfa seed, in alsike clover, in timothy seed and in oats. No fewer than 385 weeds are described, 70 of them illustrated with engravings showing the entire plant, root stalk, leaves and seeds, in most cases. Seeds of 139 different weeds are illustrated by five large half-tone plates containing about 400 different reproductions of seeds each, magnified about 5 diameters. It has been the aim to give the most obvious characters of each weed and to present illustrations of such of the noxious or new ones as appear to require it. The best known methods of eradication or subjugation have been given in every case. Professor calls attention to a defect in the Ohio statute, No. 7001, no authority being named to

examine seed to make it operative. "If there has been a conviction under that statute in the many years since it was enacted, it has never been known to me." Professor Selby suggests the enactment of a weed law adequate to eradicate those found growing and to stop the sale of impure seeds. Illustrated; 96 pages; Bulletin No. 175, Ohio Experiment Station, Wooster, O.

Exports of Glucose, Corn Oil and Cake.

Exports of glucose during the seven months prior to Aug. 1 were 100,813,685 lbs.; against 115,747,369 lbs. for the corresponding period of 1906.

Corn oil cake exported during the seven months amounted to 31,144,082 lbs.; compared with 26,648,389 lbs. for the corresponding period of 1906.

Corn oil exports during the seven months prior to Aug. 1 were 2,089,450 lbs.; against 2,402,390 lbs. for the corresponding months of last year, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports.

Buckwheat amounting to 45,505 bus. was exported from the United States during the seven months prior to Aug. 1; against 332,053 bus. for the corresponding period of 1906.

Broom corn valued at \$139,751 was exported during the seven months prior to Aug. 1; against \$129,819 for the corresponding months of 1906.

Malt amounting to 262,126 bus. was exported during the seven months prior to Aug. 1; against 497,340 bus. for the corresponding months of last year.

Linseed oil cake amounting to 426,243,841 lbs. was exported during the seven months prior to Aug. 1; against 483,914,228 lbs. for the corresponding months of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

Shipment "Shipper's Order" Does Not Complete Sale.

A southeastern buyer refused to accept a shipment or to pay draft attached to B/L and the seller brot suit on open account for the purchase price. The Court of Appeals of Georgia, however, held that as there was no delivery the sale was incomplete, and that the suit would have been properly brot if the shipment had been consigned, as title then would have passed to the consignee.

Judge Russell said: "It is well settled that delivery of goods is essential in order to maintain an action for the purchase price. It is true that actual delivery may be dispensed with by agreement of the parties, and also true that by constructive delivery (where such is shown by the evidence) actual manual possession of the goods by the vendee is not necessary to complete the sale. But to complete the sale of personalty there must be a relinquishment by the vendor to the vendee of dominion and control of the property sold. The evidence in this case shows that the parties contemplated a cash transaction, and that actual delivery should be had before the sale was complete.

"Under Civ. Code 1895, Section 3545, 'until delivery is made or dispensed with, the goods are at the risk of the seller,' and 'if a purchaser refuses to take and pay for goods bought the seller may retain them and recover the difference between the contract and the market price at the time and place of delivery, or he may sell the property, acting for this purpose as agent for the vendee, and recover the difference between the contract price and the price on resale, or he may store or retain the property for the vendee and sue him for the entire price.' Civ. Code 1895, Section 3551." *Dilman Bros. v. Patterson Produce & Provision Co.*, 58 S. E. Rep. 365.

Compressed flax straw is a new fuel in North Dakota.

A Grain Man's Daughter and Her Goats.

A combination of work and pleasure whereby all drudgery is lost in the fun is the happy that which has been put into execution by Esther Ziemer of Redwood Falls, Minn. The fun consists in driving her team of goats hitched to a neat rub-

ber-tired cart, and while driving thru the city she incidentally delivers milk to a few favored customers.

Miss Esther is the daughter of R. W. Zierner, manager for the Western Elevator company at Redwood Falls.



A Grain Man's Daughter and Her Team of Goats.

Supreme Court Decisions

Threshers' Lien.—Possession.—One holding a threshers' lien on wheat could sue for its conversion, though he was not in possession when it was converted.—*Hahn v. Sleepy Eye Milling Co.* Supreme Court of South Dakota. 112 N. W. 845.

Delivery of a warehouse receipt is constructive delivery of the articles which it represents, but constructive delivery will not suffice if actual delivery at the time of the sale is impossible.—*Livingston v. U. Anderson & Son.* Court of Appeals of Georgia. 58 S. E. 505.

The transferee of a B/L may maintain an action ex contractu against the carrier for failure to deliver to him all or any portion of the goods specified in the B/L; and this is true, whether the loss of the goods or the shortage occurred before or after he acquired title to the B/L.—*Askew & Co. v. Southern Ry. Co.* Court of Appeals of Georgia. 58 S. E. 242.

Recovery of Freight Overcharge.—Independently of the statute of 1889, embodied in Civ. Code 1895, Sec. 2316, a carrier is liable to suit by a shipper for the recovery of an overcharge of freight which such shipper has paid under protest in order to obtain his goods, and which the carrier refused to repay on demand.—*Southern Ry. Co. v. Schlittler.* Court of Appeals of Georgia. 58 S. E. 59.

Duties of Bailee.—While a bailee or depository for hire is not bound to exercise extraordinary diligence in the care and keeping of his bailment, still he is bound to ordinary diligence, measured by good faith towards his bailor—a golden rule of the law—the same diligence in the preservation of the bailor's property as in the preservation of his own.—*Morris Storage & Transfer Co. v. Wilkes.* Court of Appeals of Georgia. 58 S. E. 232.

Negligence to Send Boy into Bin.—Where it became necessary to transfer oats in a shipping bin back into the elevator and a boy of 16 years was hired to transfer them by wagon, and it was his duty to level the oats as they were dumped into the wagon, and drive the team, it was negligence to send the boy into the bin to correct some defect therein, the place being dark, and the work strange to the boy, without warning him as to the dangers to be encountered.—*Meier v. Way, Johnson, Lee & Co.* Supreme Court of Iowa. 111 N. W. 420.

Warranty of Seed.—Value of Crop.—Where, in an action for damages resulting from the selling by defendant of defective seed to plaintiff, the latter gave evidence tending to prove that the crop was of no value, and defendant gave no proof on the subject, an instruction that plaintiff was entitled to recover the value of the crop which would have been produced had the seed been as represented was not open to the exception that plaintiff had not proved the value of the crop that was raised.—*Depew v. Peck Hardware Co.* Supreme Court of New York, Appellate Division. 105 N. Y. Supp. 390.

Delay in Telegram.—The action being for damages on account of failure to deliver in reasonable time a telegram for the purchase of cotton, by which failure the plaintiffs were prevented from effecting a sale of the cotton and lost a contract from which, if the message had been correctly delivered, they would have made certain commissions, and the terms and conditions of the contract not being alleged so as to inform the defendant of its character and the amount of commissions contracted for, if any, and so as to enable it to be determined whether a contract or a proposal to contract was the

subject-matter of the suit, a special demurrer to the petition was properly sustained.—*Bashinsky v. Western Union Tel. Co.* Court of Appeals of Georgia. 58 S. E. 91.

Carrier's Liability.—A stipulation in a bill of lading of a carrier that, unless claims for damages are made within 30 days, the carrier shall not be liable in any event, does not exonerate the carrier from negligence, in violation of Va. Code 1904, Sec. 12941, providing that no contract shall exempt any carrier from liability, and is a reasonable regulation, and the failure to present a claim for damages within the time prescribed relieves the carrier from liability.—*Liquid Carbonic Co. v. Norfolk & W. Ry. Co.* Supreme Court of Appeals of Virginia. 58 S. E. 569.

A bucket shop which made contracts for the purchase and sale of stocks and commodities with customers, and which executed such contracts by pretended purchases and sales through another bucket shop, which had no relations or dealings with such customers, held, under the evidence, not to be an agent of the latter, but to conduct a separate business, so that both transactions were subject to the stamp tax imposed by War Revenue Act June 13, 1898, Schedule A, subd. 3, c. 448, 30 Stat. 458, as amended by Act March 2, 1901, c. 806, 31 Stat. 943 (U. S. Comp. St. 1901, p. 2302).—*Eldredge v. Ward.* Circuit Court, Northern District of New York. 155 Fed. 253.

Crop Mortgage.—Conversion.—Where plaintiff held a lien on certain cotton in controversy under an unrecorded chattel mortgage and also as landlord of the mortgagor, plaintiff could not recover for conversion against the purchaser of the cotton from the mortgagor without proof that the purchaser had purchased with notice of plaintiff's lien, or of facts that would put him on inquiry. In an action for the conversion of certain cotton on which plaintiff claimed a lien, whether defendants were charged with notice of such lien, and whether plaintiff authorized the sale to defendants, held for the jury.—*Alabama Cotton Products Co. v. Myrick.* Supreme Court of Alabama. 44 South. 587.

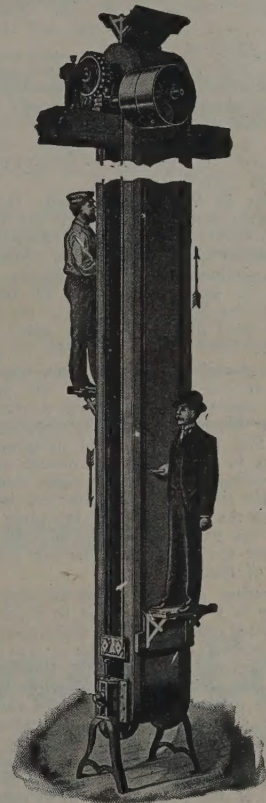
Guaranty of Warehouse Receipt.—The delivery of a warehouse receipt implies a guaranty on the part of the seller that the articles represented by the receipt are in existence and in the custody of the bailee therein specified; and for a breach of this implied warranty the purchaser, on failure of actual delivery, may recover the purchase price paid by him, or proceed against the warehouseman, at his option. The right of action against the warehouseman is not exclusive of the purchaser's remedy against the vendor, should the purchaser elect to rescind the contract of purchase for the reason that delivery was impossible at the time of his purchase.—*Livingston v. U. Anderson & Son.* Court of Appeals of Georgia. 58 S. E. 505.

Exports of Breadstuffs.

Our exports of breadstuffs for the nine months prior to Oct. 1 have included 44,629,170 bus. of wheat, 69,927,777 bus. of corn, 1,222,770 bus. of oats, 881,515 bus. of rye, 3,509,013 bus. of barley and 11,061,573 bbls. of wheat flour; compared with 34,657,867 bus. of wheat, 83,809,336 bus. of corn, 24,021,973 bus. of oats, 1,010,929 bus. of rye, 9,843,215 bus. of barley and 10,221,373 bbls. of wheat flour for the corresponding 9 months of 1906. The total value of breadstuffs exported during the 9 months was \$128,074,379; against \$129,013,390 for the corresponding 9 months of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

Wheat gained 10,000,000 bus. over the corresponding months of 1906; but oats lost 22,800,000 bus.; yet the higher price of wheat fully offset the diminished value of the oats exported.

The Humphrey Employee's Elevator



For eighteen years it has been the standard Elevator for Grain Elevators and Mills.

The simplest and most reliable lift for Grain Elevators that can be devised.

Let me send you catalog and quote prices.

S. K. HUMPHREY
640 Exchange Bldg.
BOSTON, MASS.

Supply Trade

F. R. Morris & Son have succeeded F. R. Morris, Mr. Morris' son, Cassius, having been admitted to partnership.

The B. S. Constant Co. writes: "Business is very good; all we can conveniently handle and make prompt shipments."

B. B. Babcock, for many years designer of grain elevators for the Union Iron Works, Decatur, Ill., has retired at the age of 76 years. He had designed nearly 2,000 elevators.

The Maroa Mfg. Co., manufacturers of car loaders and portable wagon dumps, reports: "We have been very busy with our grain dumps, as we sold everyone we had, even to our samples and experimental machines."

The Munzel gas engine and suction gas producer is now being manufactured in this country by the Minneapolis Steel & Machinery Co. The company recently issued a booklet describing the engine, and is now in a position to furnish plants from 25 to 300 h.p.

Panics in Wall street, bank failures and other ominous clouds on the financial horizon, have not as yet affected the business of the manufacturer. Most of those making elevator machinery are forced to work overtime to fill orders. The Weller Mfg. Co. is one of the firms which finds it hard to keep pace with orders.

The manufacturer must seek opportunity. It will not seek him. The people in this country are not going to rise and ask for his goods. On the contrary, he must find out methods of bringing his product to the people who would use it. It is difficult to offer the right thing at the right time to any one person, but by offering the right thing at the same time to all the progressive grain dealers you are sure to be just in time for a great many of them.

Elevating, conveying and elevator machinery is lucidly described in a serviceable, three hundred page, illustrated catalog recently issued by the C. O. Bartlett & Snow Company. The terms upon which the company seeks business, the purpose of the publication of the catalog, a map showing the present location of the offices in Cleveland and other data makes it an interesting and instructive publication which may be secured by any reader of the Journal upon written application.

St. Louis has long been at a disadvantage, in the matter of caring for hot or damaged grain, from the entire absence of drying facilities. Last year one firm there shipped over one thousand cars of corn to the Hess Driers at Nashville for treatment. The Hess Company is now preparing a large drier with a daily capacity of 30,000 bus. to be erected for the Burlington Elevator Co., at St. Louis, which, it is promised, will be ready for use by January 1st. Two smaller Hess Driers are now being erected at the Ralston Purina Mills.

Kennedy Car Liner.

Cheese cloth has a satisfactory rival as grain car lining, in the Kennedy car liner, which has been favorably used by grain dealers in every grain shipping section of this country. The Kennedy liner is made in four sections that may be fit-

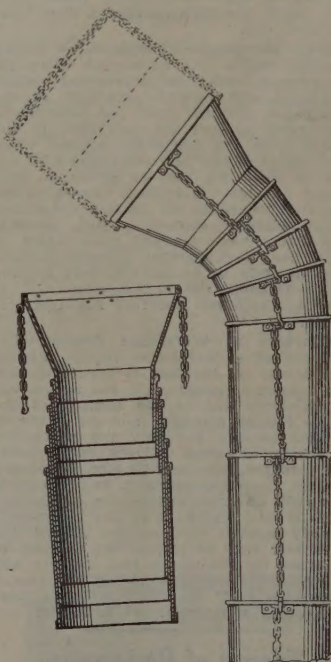
ted and tacked into any car in fifteen minutes.

Kennedy liner is made of a very heavy tough pulp paper and in the corners of the car where there is an extra heavy strain it is doubled and securely glued. It is interchangeable and adjustable, so that when a small car is used the different sections will overlap, thus adding strength to overlapping points.

It is not only the quality and the prevention of losses in transit that makes the Kennedy liner a seller. For \$1.40 the Kennedy liner may be installed. These are some of the reasons dealers who have used it before are reordering and the sales have increased 500% during the last year.

Suit for Infringement of Patent on Loading Spouts.

Baier Bros. Mfg. Co. of Cissna Park, Ill., have begun suit against Edwin Whorrall of Meadows, Ill., for infringement of their letters patent No. 830957, which were issued Sept. 11, 1906, for portable grain spouts. They claim that Mr. Whorrall's spout is an infringement



Whorrall's Loading Spout.

upon their letters patent, while Mr. Whorrall claims the right to manufacture the spout illustrated herewith under letters patent 853750.

The loading spout illustrated herewith, which is little if any different from that which has been used for years by the grain elevator men in different sections of this country, is made of a number of sections of pipe, which taper to one end and have a reinforcing bead at upper edge. It is provided with a hopper like head and discharge sector, which can be moved in any direction.

The sections vary in size so that the spout can be telescoped and pushed back up out of the way. This was one of the special features of W. A. Nutt's telescoping loading spout, which was placed on the market some ten years ago. The sec-

tions are held together by short lengths of chains.

Baier Bros. have issued a warning to users of spouts infringing on their letters patent. However, neither patentee seems to have any grounds for damages against grain elevator operators. The fact that the patent office has issued letters patent on mechanical devices used for many years, does not prove priority of invention or guarantee the recipient the right to make mechanical devices described. The patent commissioner gets his fees and lets the courts decide who is entitled to make and sell the device.

One Result

of the



This Company was organized five years ago when other insurance companies claimed that one elevator out of every thirty-five burned annually and raised their rates to correspond.

The Grain Dealers Company selected the elevators insured, made careful re-inspections and through self-inspections it has the cooperation of the employees with The Result that its losses are, per annum, only one elevator out of every seventy insured. In other words it has reduced the cost to **one-half**. This is to the advantage of its policy holders and is why you should join them.

Address,

C. A. McCOTTER, Secretary

Elevator Owners

Write for our folder on the cause and prevention of elevator fires. As many copies as you wish will be furnished free. Put one in the hands of the manager of each of your elevators. It will cost you nothing, and may be the means of keeping your plant in commission during the busy grain season. It is published by an enterprise composed exclusively of

Grain Dealers

and devoted to the elimination of everything which adds to the

Cost of Insurance on Grain Elevators, Grain Warehouses and Grain

Statement of losses paid and money saved, with full explanation of plan and methods, upon request.

Elevator Underwriters

U. S. EPPERSON, Attorney and Manager

R. A. LONG BUILDING

Kansas City,

Missouri

Fire Insurance Companies

Established 1889

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

THE OLD RELIABLE

Michigan Millers' Mutual Fire Insurance Co.

OF LANSING, MICH.

Elevator and Grain Insurance

Assets	-	-	-	\$1,898,142.34
Losses Paid	-	-	-	1,766,407.89
Net Cash Assets	-	-	-	367,263.93

MILLERS MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS

ALTON, ILLINOIS.

Wrote \$5,348,463.75 Insurance last year.
Paid \$110,724.14 in losses last year.
Added \$24,230.30 to surplus last year.
Assessed only 45% of basic rates last year.

If you want the best of Insurance at the lowest cost, write to us.

Insurance in force,	-	\$10,158,139.43
Face value of notes,	-	1,451,877.89
Cash Assets,	-	300,148.96

D. R. SPARKS, Prest. A. R. MCKINNEY, Sec.
Chicago Agent: M. W. Fugitt, 740 National Life Bldg.

Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning.....	\$5,000,000
Risks in force, Tornado.....	1,000,000
Admitted Ledger Assets.....	\$18,478.39
Six Months' Assessment in course of collection, over.....	\$5,960.00

Total Amount Assets Available for the payment of losses.....\$41,478.39
Fire and Lightning Cost for Current Year Only 80 per cent of the rate.
Tornado Cost for Past Five Years Only 50 per cent of the rate.

F. D. BABCOCK, Secy.

ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents,

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

Insures Mills, Elevators and Warehouses at Actual Cost.

Net Cash Assets,	-	\$ 254,314.69
Losses Paid,	-	1,282,844.90
Saved to Policy Holders,	-	1,665,098.34

Our Deposit Notes represent but one annual Premium.

Organized in 1875.

J. G. SHARP, - Secretary.

FOR THE Convenience of Its Patrons THE

Millers' National Insurance Co.

Maintains three General Agencies aside from the Home Office.

Inquiries from the various sections of the country should be addressed as follows:

Pacific Coast

J. N. JUST, 628 Peoples' Savings Bank Bldg.,
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Southwest

CHAS. H. RIDGWAY, Board of Trade,
Kansas City.

Northwest (This side the mountains)

H. M. GILES 114 Corn Exchange,
Minneapolis, Minn.

Central and Eastern States

HOME OFFICE OF THE COMPANY,
205 La Salle Street, Chicago.

Policies for \$1,000 to \$20,000 on both mutual and cash plans for two months to five years the mutual cost about half stock company rates.

NO INSURANCE BETTER.

NONE AT LOWER COST.



Elevator and Conveyor Belting

**THE BEST MADE
ALSO
THE CHEAPEST**

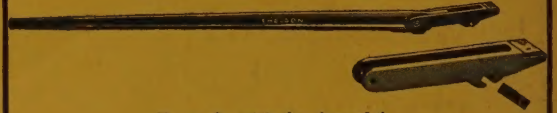
GET OUR PRICES BEFORE BUYING
WE GUARANTEE SATISFACTION

The Gutta Percha & Rubber Mfg. Co.

224 and 226 Randolph Street, CHICAGO.

"KICK" YOUR CARS INTO POSITION

With the Original "Sheldon" Car Mover



We are the original makers of the

Sheldon Compound Lever Car Mover

For nearly TWENTY YEARS we have been distributing this bar to Shippers throughout the United States.

The great advantage of this bar is in its COMPOUND LEVERAGE, which makes it easy for one man to move a car of 40,000 pounds.

It is ECONOMICAL because of its ADJUSTABLE GRIP. This grip is made of "Mushet" Steel. This brand of steel does not have to be tempered. It is manufactured expressly for tools where severe usage is required. When one edge of this grip wears, all that is necessary is to turn it over and use another side of the grip. When all the edges are worn they can be ground down sharp again and are as good as EVER.

Net Price, \$2.75

WEBSTER M'FG CO.

1075 West 15th Street,

CHICAGO

YOU'LL BE ARRESTED

FOR MAINTAINING A NUISANCE
UNLESS YOU

ARREST

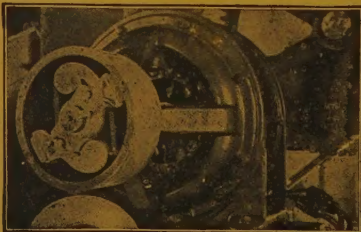
THE DUST AT YOUR ELEVATOR.

MY COLLECTOR IS AT YOUR SERVICE.

WRITE FOR PARTICULARS.

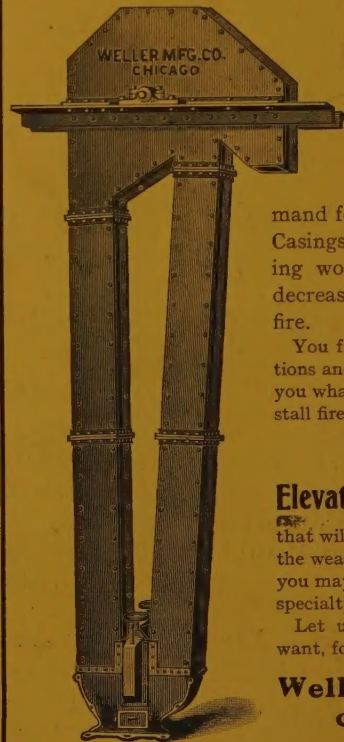
**H. L. DAY, 1122-1126 Yale Place
MINNEAPOLIS, MINN.**

EVANS' PATENT AUTOMATIC NON- REVERSING FRICTION-STOP



For attachment to electric motors driving grain elevator legs, to prevent backing and consequent choking when power is off; simple and effective. Send for descriptive circular and prices.

**SCOTT F. EVANS
MINNEAPOLIS
MINNESOTA**



Friction causes
Fire oftentimes
in elevator
boots and heads.

Consequently there is a demand for Steel Elevator Casings, thus eliminating wood, and thereby decreasing danger from fire.

You furnish us specifications and we will gladly tell you what it will cost to install fireproof elevator legs.

Grain Elevator Machinery

that will successfully stand the wear and tear to which you may subject it is our specialty.

Let us know what you want, for we have it.

Weller Mfg. Co.

Chicago, Ill.